# Technical Report South Lake Union Streetcar Project

# **Cultural and Historic Resources**

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# Chapter 1

# Abstract/Summary

The City of Seattle Department of Transportation (SDOT), in cooperation with the Federal Transit Administration (FTA), proposes to construct a new streetcar line in the Denny Triangle and South Lake Union areas of Seattle. This line would provide additional transit connections to downtown and would serve an area undergoing rapid and widespread redevelopment. The line streetcar line would connect the Denny Triangle and South Lake Union areas with the regional transit hub at Westlake Center, which will be a major connection point for light rail, buses and monorail. The length of the proposed streetcar line is approximately 1.3 miles in each direction (2.6 track miles total).

The proposed project is considered a federal undertaking subject to compliance with Section 106 because federal funds are involved. The Federal Transit Administration (FTA) is the lead federal agency for the project and is responsible for compliance with Section 106 of the National Historic Preservation Act. Cultural resource investigations were performed pursuant to Section 106 and its implementing regulations, 36 CFR 800.

The cultural resource investigations included archival review, agency and tribal consultation, field reconnaissance, and inventory and evaluation of 63 historic buildings and structures. Fifteen of these buildings have either been determined eligible or are recommended as eligible for inclusion in the National Register of Historic Places (NRHP). All properties eligible for NRHP listing are also considered eligible for City of Seattle Landmark status. Two additional properties not considered eligible for inclusion in the NRHP due to loss of integrity may be eligible for City of Seattle Landmark status. All of these buildings are presented in Table 1-1.

Based on the findings of this report, the criteria of adverse effect [36 CFR 800.5(a)] have been applied to the undertaking. The South Lake Union Streetcar project will not impact, either directly or indirectly, the characteristics of any historic property that qualify that property for inclusion in the NRHP. The undertaking will not diminish the integrity of any property's location, design, setting, materials, workmanship, feeling, or association. The undertaking will have no adverse effect on historic properties.

It is recommended that an archaeological monitoring and treatment plan be prepared prior to construction in the event of discovery of cultural materials. This plan should be prepared in conjunction with any plans to identify and contain subsurface hazardous materials or contaminated soils.

Table 1-1: Properties Listed, Determined Eligible, or Recommended Eligible

Bldg #	Parcel #	Name	Address	Year Built	Listing Status	NRHP Eligibility Recom- mendation
	05000000	Time as Duildin a	44.4 Olive Mer	4040	NR WHR	NI/A (I :ataal)
3	659000385	Times Building	414 Olive Way	1916	SL	N/A (Listed)
4	659000381	McGraw Square Park	5 <sup>th</sup> /Stewart	1913	SL	Not Eligible
5	659000085	Medical Dental Building	505 Olive Way	1925		Eligible
16	659000710	Western Auto Supply	2004 Westlake Ave	1923		Eligible
17	659000715	West Lake Hotel	2008 Westlake Ave	1907		Eligible
18	659000755	Craftsman Press	2015 8th Ave	1924		Eligible
20	659000740	Larned Apartments	2030 7th Ave	1909		Eligible
22	660000575	Cosmopolitan Motors	2030 8th Ave	1925		Eligible
36	1986200125	Durant Motor Co.	333 Westlake Ave N	1923		Eligible
41	1983200230	Firestone Tire	400 Westlake Ave N	1929		Eligible
47	1983200095	Hemphill School	503 Westlake Ave N	1919		Eligible
51	4088803385	W. O. McKay Ford Dealership	609 Westlake Ave N	1922	E-NR	N/A (Det. Eligible)
56	4088803240	Brace Lumber	965 Valley St	1935		Eligible
68	1986200185	Northern Pacific Freight Depot	970 Thomas St	1912		Not Eligible*
70	1986200450	Kelly Goodwin Hardwood	310 Terry Ave N	1914		Eligible
72	1986200380	Fred Rogers Building 200 Terry Ave N 1954		Eligible		
81	1984200035	Ford Assembly Plant	700 Fairview Ave N	1914	SL	Eligible

NR – Listed, National Register WHR – Listed, Washington Heritage Register SL – Seattle Landmark E-NR – Determined Eligible, National Register \* may be eligible as Seattle Landmark

## Chapter 2

# **Introduction**

This report presents the results of cultural resource investigations for the South Lake Union Streetcar Project. It identifies cultural resources present in the project area, evaluates potential impacts to these resources as a result of the proposed action, and identified measures to avoid and/or reduce impacts.

The proposed project is considered a federal undertaking subject to compliance with Section 106 because federal funds are involved. The Federal Transit Administration (FTA) is the lead federal agency for the project and is responsible for compliance with Section 106 of the National Historic Preservation Act. Cultural resource investigations were performed pursuant to Section 106 and its implementing regulations, 36 CFR 800.

The proposed project is in Sections 29, 30, and 31 in Township 25 North, Range 4 East, Willamette Meridian, on the Seattle South, Washington (1978) and Seattle North, Washington (1979) USGS 7.5-minute quadrangles (see Figure 2-1). The FTA, in consultation with the Office of Archaeology and Historic Preservation (OAHP) has developed the Area of Potential Effect (APE) for archaeological resources and historic buildings and structures for the proposed project (see Appendix A). The APE was defined to address potential direct and indirect effects (including visual effects) to significant cultural resources.

The APE for archaeological resources consists of areas of proposed ground disturbance for track construction, utility relocations, stormwater detention facilities, and a proposed new maintenance facility (i.e. the construction footprint). For the most part, excavation is not expected to exceed 12 inches in depth and is therefore highly unlikely to encounter archaeological deposits. In areas where utility and/or detention work is required, excavation may reach 15 feet in depth. Depending on location, these activities have some potential to encounter archaeological materials (see Chapter 6).

The APE for historic buildings and structures includes the area within 100 feet (30.5 meters) of the edge of pavement on both sides of the streets containing the proposed streetcar alignment. This APE includes all buildings directly adjacent to the streetcar alignment. These are the buildings that will have views of, and will be visible from, the new streetcar. An area of 100 feet around the proposed maintenance facility was also included in the APE. Figure 2-1 shows the 100-foot APE for historic buildings, which includes the APE for archaeological sites.

The cultural resource investigations included archival review, agency and tribal consultation, field reconnaissance, and inventory and evaluation of 63 buildings and structures. Fifteen of these buildings have either been determined eligible or are recommended as eligible for inclusion in the National Register of Historic Places (NRHP). All properties eligible for NRHP listing are also considered eligible for Seattle Landmark status. Two additional properties not considered eligible for inclusion in the NRHP due to loss of integrity may be eligible for Seattle Landmark status.

The FTA will forward their opinion regarding significance to the State Historic Preservation Officer (SHPO) for concurrence prior to signing the Documented Categorical Exclusion (DCE) for the project. FTA will use this report to evaluate the project's potential effect on known archaeological resources and historic buildings and structures over 50 years old that may be eligible for listing in the NRHP within the project APE, and to determine mitigation of any adverse impacts.

#### 2.1 Coordination

FTA has completed coordination with the Washington State Historic Preservation Officer on the APE for the project (Appendix A). FTA has also initiated consultation with the Muckleshoot, Tulalip, Snoqualmie, and Suquamish Tribes to inform the tribes about the proposed undertaking and to solicit input on the presence of any properties of traditional cultural or religious significance in the APE (see Appendix B). Although not a federally-recognized tribe, FTA has initiated consultation with the Duwamish Tribal Community in recognition of that group's known historic use of the project area.

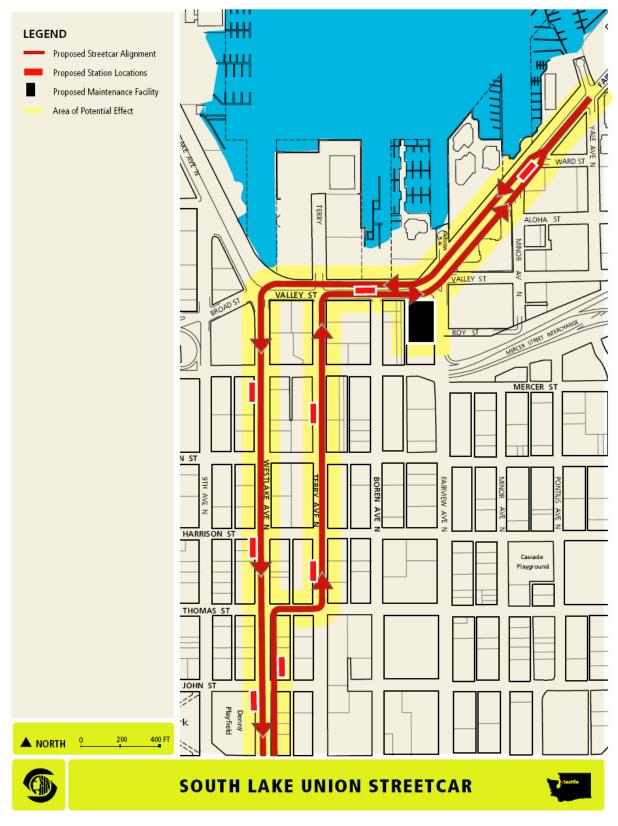


Figure 2-1: Area of Potential Effect



Figure 2-1 (continued): Area of Potential Effect

# Chapter 3

# **Project Description**

The City of Seattle, in cooperation with the U.S Department of Transportation Federal Transit Administration (FTA), proposes to construct a new streetcar line to serve the downtown, Denny Triangle and South Lake Union areas of Seattle. This line would provide local transit service, connect to the regional transit system, accommodate economic development, and contribute to neighborhood vitality. The project elements and construction are discussed in detail in the *South Lake Union Streetcar Project Description Memo* (Parsons Brinckerhoff, March 2005).

The proposed South Lake Union Streetcar would begin in the vicinity of the intersection of Westlake Avenue and Olive Way/5<sup>th</sup> Avenue in downtown Seattle (see Figure 3-1). It would extend north through the Denny Triangle and South Lake Union neighborhoods and terminate in the vicinity of Fairview Avenue N. and Ward Street near the Fred Hutchinson Cancer Research Center. The line would connect these neighborhoods and destinations with the regional transit hub at Westlake Center, which will be a major connection point for light rail, buses and monorail. The length of the proposed streetcar line is approximately 1.3 miles in each direction (2.6 track miles total) and the tracks and stops would be constructed entirely within existing right-of-way.

The streetcar would share the street with automobile traffic. Initially, the streetcar is expected to operate for 15 hours per day (roughly 6 AM to 9 PM), with fifteen minutes between cars. Ultimately, the system is expected to operate for 18 hours per day (roughly 5 AM to 11 PM), with ten minutes between cars.

As shown in Figure 3-1, streetcar stops would typically be side-platform corner-curb bulbs located within the parking lane at the far side of an intersection. Two stops would be center platform configurations: one within Fairview Avenue N. at the Fred Hutchinson campus and one in the railbank north of Valley Street adjacent to South Lake Union Park.

Bi-directional, low-floor, single-car, articulated streetcars are proposed. They are typically 66 feet long, 11.5 feet high, and 8 feet wide and run on standard gauge tracks. The streetcar would be powered by an overhead electrical system similar to those used by streetcars in cities such as Tacoma, Washington and Portland, Oregon.

A maintenance facility at the southwest corner of Fairview Avenue N. and Valley Street is also planned as part of this project. The maintenance facility building would be approximately 100 x 70 feet. Two additional yard storage tracks would also be provided. Daily vehicle maintenance and inspections and minor repairs would be completed at the facility.

In the typical construction method for the streetcar track system, the top 12 to 18 inches of pavement would be removed and replaced with rail-embedded reinforced concrete slabs within a trench approximately eight feet wide. This project would also involve upgrading the stormwater detention system in several locations.



## 4.1 Traditional Cultural Properties

The FTA initiated tribal consultation with the federally-recognized Muckleshoot, Snoqualmie, Suquamish, and Tulalip Tribes to solicit comments on historic Indian land use and traditional cultural use of the project area through a letter, dated (*date to be added*), 2005 (Appendix B). The FTA also contacted the Duwamish Tribal Community, a non-federally recognized tribal group because of their known historic occupation and use of the project area. To date, no responses concerning traditional cultural properties have been received.

#### 4.2 Archaeological Resources

A review of existing site records, maps, and survey reports on file at the Office of Archaeology and Historic Preservation (OAHP) was conducted to determine the presence of any known hunter-fisher-gatherer and historic archaeological sites in the project area. Tribal consultation was also conducted to identify traditional cultural places that may be eligible for listing in the National Register of Historic Places (NRHP) in the project area. Project area topography and reports from previous projects in the area were reviewed and the probability for archaeological resources estimated for different landforms. The proposed project is in an urban area and consists entirely of paved streets, sidewalks, parking lots, and buildings. Because no undisturbed surface exposures within the APE were available for inspection, no field survey was conducted.

#### 4.3 Historic Buildings and Structures

Historic buildings and structures in the Area of Potential Effect (APE) were identified through a search of King County Assessor real property records and a review of existing surveys and Historic Property Inventory Forms on file at OAHP. All structures within the APE built in or prior to 1956 are included in this report. Each property was photographed and recorded in the field and evaluated for its eligibility for inclusion in the NRHP and for Seattle Landmark eligibility.

Eligibility criteria for the NRHP are defined in 36 CFR 60.4. They are:

- A. Properties associated with events that have made a significant contribution to the broad patterns of our history.
- B. Properties associated with the lives of persons significant in our past.
- C. Properties that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction.
- D. Properties that have yielded, or may be likely to yield, information important to prehistory or history.

To be eligible for inclusion in the NRHP, properties must meet at least one of these criteria and also possess integrity of location, design, setting, materials, workmanship, feeling, and association. Properties may be significant at the national, state, or local level.

To be listed as a Seattle Landmark, a property must be at least 25 years old and must meet at least one of the following six standards for designation, outlined in the Seattle Landmarks Preservation Ordinance (SMC 25.12.350):

- 1. The property is the location of or associated in a significant way with a historic event with a significant effect upon the community, City, state, or nation; or
- 2. It is associated in a significant way with the life of a person important in the history of the City, state, or nation; or
- 3. It is associated in a significant way with a significant aspect of the cultural, political, or economic heritage of the community, City, state or nation; or
- 4. It embodies the distinctive visible characteristics of an architectural style, or period, or a method of construction; or
- 5. It is an outstanding work of a designer or builder; or
- 6. Because of its prominence of spatial location, contrasts of siting, age, or scale, it is an easily identifiable visual feature of its neighborhood or the city and contributes to the distinctive quality or identity of such neighborhood or the city.

In addition to meeting at least one of these six standards, the object, site, or improvement must also possess integrity or the ability to convey its significance. Eligibility determinations for Seattle Landmarks are made by the Seattle Landmarks Preservation Board.

Eligibility recommendations for the South Lake Union Streetcar project took into account a property's significance under the National Register of Historic Places criteria, as well as the state of the property's historic integrity – i.e. how well it reflects its historic significance. Changes to a property's materials, design, setting, association, and other qualities all detract from its integrity and in turn its potential for NRHP eligibility. Significance and integrity must be considered together, and criteri(a) under which a property is significant dictate to some extent the importance of the property's integrity. For example, the eligibility of a building considered significant for its architectural style or type of construction would be more sensitive to loss of integrity of materials, workmanship, and design than a building significant for its association with a particular event or person.

For the South Lake Union Streetcar Project, the historic significance of the corridor lies in the role it played in the industrial development of Seattle, from the lumber mills of the late 19<sup>th</sup> and early 20<sup>th</sup> centuries, to the auto-oriented developments of the 1920s and 1930s, to the warehouses of the 1950s. Properties reflecting these periods of significance were then judged for integrity. Integrity was considered severely degraded or lost if the property had undergone significant changes to more than one aspect of its materials or

design, that is, changes to plan, windows/storefronts, and/or cladding. Changes to one of these aspects alone was evaluated in terms of the extent of the changes – i.e. changes to all the historic windows would likely contribute to a loss of integrity, where changes to windows on one floor of a multi-story building would have a lesser impact. Changes that could be reversed, as in the addition of vinyl or other veneer over the original cladding, were also considered less of an impact to integrity than permanent changes.

All properties were fully recorded and documented on Historic Property Inventory Forms. This report and all forms were reviewed by the City of Seattle Historic Preservation Officer (CHPO). Inventory Forms are included in Appendix C.

Historic research on each property was conducted at the Seattle Public Library. Sources included Sanborn Fire Insurance Maps (1905-1951), Kroll Maps (1912-1920, 1940-1960, and ca. 2000) and R. L. Polk's Seattle City Directories (1904-1958). Additional sources included digital photos from the City of Seattle Municipal Archives, and from the photo collections of the Museum of History and Industry and University of Washington Libraries, Special Collections, aerial photographs of the area from 1946, 1956 and 1974 (Walker Associates), King County Tax Assessor's historic assessment records and photographs (ca. 1936), available from the State Regional Archives, King County Branch, records of City of Seattle Ordinances No. 22818, 31405, 15258, 1922 drawings of the street paving by the City of Seattle, on file at SDOT, and several periodicals and publications on the area and local railroad history including: Gray, Henry R. Historic Railroads of Washington (Seattle, 1979, self-published); Schwantes, Carlos A., Railroad Signatures Across the Pacific Northwest. (Seattle, University of Washington Press, 1993); and Pacific Builder and Engineer, "The Lake Union Belt Line" (December 4, 1990). Library and archival research helped clarify construction dates, identify original owners and uses of the buildings, and reveal structural modifications.

# Chapter 5

# Affected Environment

Information on the project area's environmental and historical setting comes from several recent cultural resource reports. These include BOLA (2005), Courtois et al. (1998), Fiset (2001), Lewarch et al. (1999), Lewarch et al. (2002), Sheridan (2004), and Tobin (1994).

#### 5.1 Environment

The South Lake Union Streetcar project area includes several historic topographic features, including the former shorelines of Lake Union, an inland prairie habitat historically south of Lake Union, and upland forests. Ground surfaces and shorelines were extensively modified through grading, land leveling, and filling as Seattle's population grew and the area developed. Most of the Westlake corridor is within a historic stream and ravine that ran roughly north-south in the vicinity of Westlake Avenue N./Terry Avenue N. between 8<sup>th</sup> Avenue N. and Fairview Avenue N. (see Figure 5-1). The ravine was filled with spoils from the Denny Regrade (see the following *Historic Archeology* section) and other debris in the early 20<sup>th</sup> century. Fill thickness generally increases towards the north, ranging from approximately 3 feet at the southern end of the project area and increasing to approximately 25 feet near the intersection of Westlake Avenue N. and Valley Street (GeoEngineers 2005). The fill generally consists of very loose to medium-dense sands and very soft to soft silts.

Based on the available information, the fill in Westlake Avenue N. appears to be less than 5 feet thick south of John Street. North of John street, it begins to thicken considerably. Existing boring logs indicate that the fill north of Republican Street contains cinders, wood, brick, sawdust and other organics. It appears that north of Mercer Street, the fill was placed over organic soils that were once wetlands along the south shore of the lake (GeoEngineers 2005). Subsurface conditions on Terry Avenue N. are similar to those along Westlake Avenue, with a layer of fill that thickens toward the north (GeoEngineers 2005).

The fill below Valley Street varies in thickness from approximately 5 feet at the intersection of Valley Street and Fairview Avenue to over 30 feet at the intersection of Valley Street and Westlake Avenue. The fill typically consists of very loose to medium dense sands and soft silts. The boring logs indicate that the fill contains wood chips, sawdust, slag, brick, and glass. Fill thickness increases significantly toward the lake. This is most likely associated with the development of the lake shore properties. The fill generally consists of loose to medium-dense sands. Wood chips, bark, and other organics have been observed in the fill (GeoEngineers 2005).

Portions of the project area are also within the area of the former Lake Union shoreline and margins (north of Republican Street). The South Lake Union sub basin encompassed numerous productive habitats in the historic period and was extensively used by hunter-fisher-gatherers. Historic maps show the original shoreline over two blocks south of its present location at Valley Street. The blocks north of Harrison Street were filled with various materials including sawdust, spoil from regrading operations, household refuse,

and demolition debris. Historic fill operations likely covered hunter-fisher-gatherer deposits and created historic deposits on the shorelines.

The original ravine and lake shoreline landforms have a high potential for buried hunter-fisher-gatherer and historic archaeological deposits. Intact hunter-fisher-gatherer sites and features are likely to be present under the historic fill, which, as discussed, ranges in depth from 3 to 25 feet or more. The historic fill is mixed and is not likely to contain intact historic sites or features.

#### 5.2 Hunter-Fisher-Gatherer Archaeology

The earliest period of human habitation in the Puget Sound region occurred between 6,000 and 13,000 years ago, beginning at the approximate date of glacial retreat from the region (Tobin, 1994). From 6,000 years before present (BP) to 2,500 years BP, archaeological sites reveal differences in tool inventories between coastal and inland areas, indicating differences in subsistence strategies (marine vs. terrestrial), and possible cultural adaptations. The period between 2,500 and 250 BP is represented by the greatest number of recorded archaeological sites and indicates further specialization in resources, with increased complexity in maritime cultures as well as hunting and upriver fishing groups.

No archaeological sites have been identified within the project area, although recorded sites exist in the vicinity of the proposed project. Midden deposits from the ethnographic village of Baba'k<sup>w</sup>ob (45KI456) were identified by Larson Anthropological Archaeological Services (LAAS) at the foot of Bell Street (Lewarch and Larson 1998). Site 45KI118 was identified near South Royal Brougham and the Alaskan Way Viaduct, and consisted of six artifacts exposed during highway construction in the 1960s (Deane 1966).

The Sbabadid (Duwamish No. 1) site is located on the west shore of the Duwamish Waterway near the former mouth of the Duwamish River. Occupation at this site occurred as early as AD 670 (approximately 1,330 BP), with evidence of use to at least AD 1700 (300 BP). The West Point Site Complex (45KI428 and 45KI429) in Discovery Park northwest of the project area is a large encampment and marine resource processing area occupied around 4000 BP.

The southern margins of South Lake Union and the ravine and streambed along Westlake and Terry avenues could both contain remains dating to 1000-2000 BP. Lithic tools, fire-modified rock, and processing features from hunting, fishing, and plant collecting sites may occur. Village sites may be present near the shores of Lake Union. Ethnographic data suggests that the South Lake Union area was extensively used by the Duwamish people, a Salish-speaking group whose historic territory extended from the Duwamish-Cedar-Green River drainages to the shores of Elliott Bay, Lake Union, Lake Washington, and Salmon Bay (Forsman et al. 1997). Sources indicate a winter village at the south end of Lake Union, as well as a trail from Lake Union to Elliott Bay (Waterman 1922; Larson 1986). The Duwamish fished for salmon and exploited other resources in the streams and prairies between Elliott Bay and Lake Union. Camps and processing areas were likely present near the shorelines.

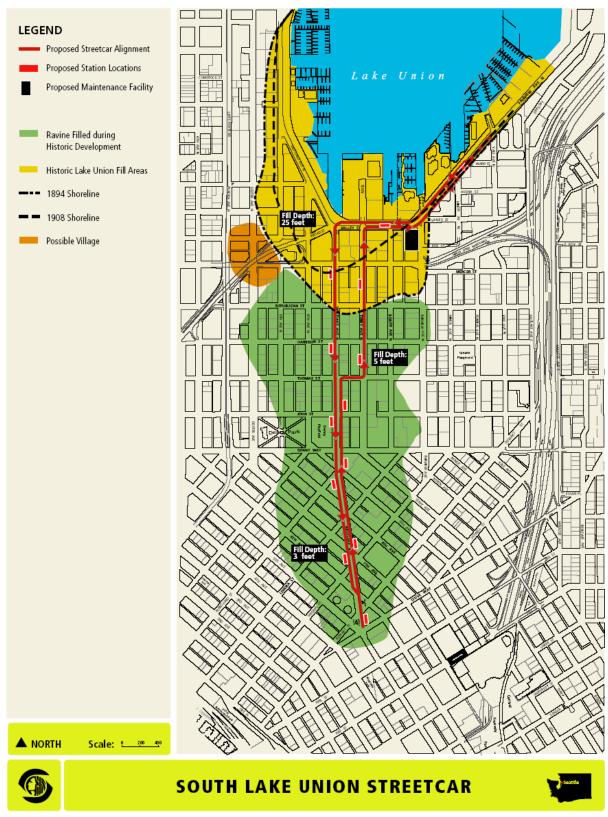


Figure 5-1: Areas of High Archaeological Potential

Map adapted from Lewarch et al. 1999

Intact hunter-gatherer-fisher archaeological remains could be present beneath historic fill. In areas south of John Street, these remains could be encountered at depths of 5 feet or more. North of John Street, the potential for encountering hunter-gatherer-fisher remains is present at depths between 5 and 25 feet or more.

### 5.3 Historic Archaeology

The non-native history of Seattle begins with the arrival of the Denny Party at Alki Point in 1851 and their movement to Elliott Bay the following spring. By this time, fewer than 400 Duwamish people were estimated to be living in the area (Tobin 1994). Native use of the Lake Union area continued: a "large Indian camp" was described by Bass (1937) on the west side of Lake Union, containing a longhouse and several families. Areas south and east of the lake were forested and home to wildlife such as bear, dear, and mountain lion. By 1862, a road was constructed from what is now downtown, past the cemetery (now Denny Park), along what is now Dexter Avenue, and to Lake Union. This may have followed the original Native trail reported by Waterman (1922).

Seattle's commercial development began with the export of timber by ship and grew to include sawmills and manufacturing after the arrival of the railroad in the 1880s. The Klondike Gold Rush of 1897 was a boom to Seattle's growth as many prospectors arrived in the city to outfit their expeditions. Infrastructure developments, including major regrades, drastically altered the region's topography, eliminating hills and filling wetlands and tidal areas. Streetcars and sewers were constructed. After the fire of 1889, the effort to rebuild the city attracted large numbers of mostly single men, which spurred service providers such as laundries, boarding houses, and brothels.

David Denny, one of the pioneers from the first permanent settlement in Seattle on Elliott Bay, was reportedly the first white settler to discover Lake Union in 1852 (Tobin 1994). At that time, the lake covered over 900 acres, which is about one-third larger than its present size. A small bay extended inland from the lake's southwest corner, at least to Mercer Street. Early maps also show a small stream about where Boren Avenue is located today.

David Denny established the first claim on the south end of Lake Union in January 1853, although he did not move to the area until 1870 (Tobin 1994). Between 1853 and 1899, Lake Union was transformed from a forested wilderness to an early center of industry. The early industries involved lumber milling, coal transportation, and clay mining. The freshwater lake was an ideal millpond, only one mile north of Seattle's center. Loggers cut timber and cleared the hills to make room for development. By the turn of the century, rail lines connected the north shore with downtown. By 1878, about 50 residences housed 200 people in the vicinity of today's Westlake Avenue and Roy Street (Tobin 1994).

Sawmills and shingle mills were the predominant early industrial uses on the lake. In 1882, the Lake Union Lumber and Manufacturing Company built the Western Mill, a large sawmill on part of Denny's original claim. This became the largest mill operation on Lake Union. Starting in the early days, the mill dumped sawdust into the lake, creating the first landfill which eventually covered the small bay at the southwest corner.

In 1889, Denny erected a new mill with an increased capacity of 100,000 board feet per day. In the same year, the original mill was converted to a door and sash company. A

separate planning and lathing mill employed 300 men. The mill was originally located at Westlake and Republican, with the lumber yard on the north side of Mercer (Tobin 1994).

The nationwide depression in 1893 contributed to Denny's financial problems, and he leased the mill to his employees J. S. Brace and Frank Hergert in 1895, eventually selling the mill to them in 1899. After a major fire in 1909, Brace and Hergert rebuilt the mill north of Valley Street on new fill. They owned the mill until 1921, when they sold it to the Stimson Timber Company who operated it through the 1930s. The Brace family kept the land on the south side of Valley Street, and today the only visible remnant of the mill is the warehouse at 965 Valley (Tobin 1994).

Denny's claim was annexed by the City in 1883. Frame houses were built between the lake and downtown, and the area became known as the Cascade neighborhood. The Cascade neighborhood has its roots in blue-collar people who lived and worked in one of the first industrial and transportation areas of the city. Low-density single-family homes and gardens occupied the area. The Cascade School opened in 1893 with 200 students. Russians, Swedes, Norwegians, and Greeks lived, worked, worshiped, and went to school in the area, where they found affordable, if modest and average quality single-family houses and apartment buildings, as well as proximity to the lake, to jobs, and to the downtown area.

Meanwhile, coal was discovered near Issaquah and barged across Lake Washington to Portage Bay, where it was transferred to wagons and then reloaded on barges to cross Lake Union. Track for a narrow-gauge railroad was laid in 1872 from the foot of modern-day Westlake Avenue to Pike Street, where a giant coal dock was built to load ships bound for California and Hawaii (www.historylink.org). When the rail line, Seattle's first, was abandoned in 1877, Mayor Gideon Weed proposed paving it as a wagon road, but it remained an overgrown trail for another decade.

By the 1880s, as Seattle sought breathing room from the explosion of population to the area, the land at the south shore of Lake Union had been platted and the lumberman's axe began to clear away an ecosystem that had harbored wildlife and provided sustenance for native peoples. Mills sprung up along the shores to process the giant cedar and Douglas fir stands that fell and were dragged or floated there in the name of progress from the hilly slopes abutting the lake and beyond. Development accelerated after David Denny built the Western Mill in 1882 and cut a weir at Montlake to float logs between the lakes. Homes soon began to appear on the Lake Union's south shore, ranging from the ornate Queen Anne-style mansion built by Margaret Pontius in 1889 (which later served as the original "Mother Ryther Home" for orphans) to humble workmen's cottages.

The "Railroad Era" in the Northwest and in Seattle generally began in the 1880s and 1890s. During this decade there were 31 separate railroad companies operating in Washington and Oregon. The mileage of track laid provides a sense of the impact of rail commerce. In 1889 there were only 289 miles of rail lines in Washington, but by 1890 this number had increased to 2,005. It rose to 1900 miles to 2,888 and 4,768 in 1910. Rail line miles in the state peaked in 1915 with 6,161 miles of track, after which the total decreased to about 5,500 in 1920. Nationally, 1916 was the high point of the railroad era as measured by track mileage as a total of 254,000 miles was reached that year. After

1916 more tracks were abandoned than constructed. In Seattle the two great train depots, King Street and Union Stations, serve as iconic landmarks of the railroad era.

From 1902 through 1911, the City undertook one of the most dramatic land-altering projects in its history, the first Denny Regrade. Masterminded by City Engineer R. H. Thomson, the project involved sluicing the west side of Denny Hill into Elliott Bay. Many of the houses in the Regrade area were moved to the Cascade neighborhood. In 1907, Thomson's department also filled the Westlake Avenue and Valley Street corridors north of Denny Way.

Streetcar lines were built on the east and west sides of Lake Union, in part to serve the expanding industrial and residential development, but also to carry produce shipped through the lakes system from farms on the east side of Lake Washington. While cable car operators opted to follow the established street grid, entrepreneur L. H. Griffith quietly bought up the route of the old Lake Union coal railroad. His electric streetcars were running along future Westlake Avenue just five days after construction began. What was then called Rollin Street was finally paved for wagon and auto traffic in 1906. Original rail lines in Terry Avenue may have been constructed as early as 1872 as part of the Newcastle Coal Mining system, which ran tracks from the central waterfront and downtown to South Lake Union.

By the 1920s, industry in Seattle had shifted from resource extraction to manufacturing, fabrication, and major utilities such as the Seattle Gas Plant and the electrical generating Steam Plant (both on Lake Union). World War I and the completion of the Ship Canal and Ballard Locks kept the Lake Union area a busy hub of activity. The new canal opened Lake Union to more intensive maritime use and industry. Also by the late 1920s, the automobile had begun to make serious inroads into the region's transportation systems. The first two decades of the century had been a heyday of rail and water travel. The region had an efficient citywide streetcar network and a regional interurban rail system.

The automobile took over quickly in the 1930s. Between 1922 and 1937, the number of automobiles on Seattle's streets more than tripled (MOHAI 2004). The 1924 Seattle Directory of Manufacturers lists 175 businesses engaged in automotive repairing, one of few industries to experience growth between 1920 and 1930 (Berner 1992). Streetcars and steamboats suffered a long period of decline, and local streetcars ceased their runs in 1941. Passenger-only steamers continued to run into the 1930s, but were soon replaced with new, more expensive ferries that could carry autos as well as passengers. Railroad distribution within cities lessened as truck use increased. Federal funding of highways and the rise of commercial truck in the post-war era virtually eliminated the need for inner city freight lines.

The final regrade of Denny Hill was completed in 1930, creating a flat expanse east of Fifth Avenue. Westlake Avenue, which had been graded and filled near Lake Union during an earlier regrade in 1907, was now connected to downtown. This massive effort was undertaken to encourage businesses to move into the area, but by the time of its completion, the Great Depression had slowed business activity. However, one business sector took advantage of the newly opened land—auto dealers. Westlake Avenue became Seattle's new Auto Row, as dealers were being crowded out of their original quarters on Capitol Hill's Pike and Pine Streets. New and used car dealerships, repair shops, tire shops, and service

stations sprang up all along the corridor, anchored by the Ford Assembly Plant at Valley and Fairview and the William O. McKay Ford Dealership at Valley and Westlake.

The automobile and related industries flourished through the 1930s. By the 1940s and 50s, the Westlake and South Lake Union areas had declined, and commercial uses changed to shops selling hardware and household goods, building materials, and industrial equipment. Many of the original buildings along Terry Avenue, in particular, were torn down and replaced with large concrete warehouses.

Another major Depression-era infrastructure improvement was the completion, in 1932, of the Aurora Avenue Speedway, which included the George Washington Memorial Bridge (the Aurora Bridge) and a stretch of roadway with no intersections or traffic signals from the east side of Queen Anne Hill to north Green Lake. This highway offered, for the first time, a quick, direct auto route from north Seattle to downtown, terminating at Denny Way. Aurora Avenue was part of a national phenomenon of highway building to accommodate the growing popularity of the automobile (Sheridan 2004). Completion of the Aurora Speedway transformed the area into a major gateway for motorists and commuters from the north (the Battery Street Tunnel connection to the Alaskan Way Viaduct was not completed until 1954).

The depletion of natural resources near Seattle and the onset of the Great Depression caused the neighborhood to begin to decline in the 1930s. Jobs that relied on an extractive economy disappeared, and those that could be found involved shipbuilding and other marine activities. The approach of World War II slowed the decline, and the U.S. Navy commandeered the site of David Denny's mill for its reserve center.

Seattle was transformed by World War II, perhaps more than any other American city. Its Northern Pacific location made it a strategic military base for the war against Japan. More importantly, its airplane factories and shipyards made it a crucial part of the war effort. South Lake Union flourished with expansion of the shipyards and related industries, along with the establishment of a major naval reserve training center at the south end. However, civilian construction virtually came to a halt, and there is little legacy of the war in the downtown area or on the waterfront. The war's most lasting impact was the vast increase in population, as many of the thousands who came for military service or to work in industry remained (Sheridan 2004).

Following the war, the industrial base shrank and the residential population of South Lake Union and the Cascade neighborhood declined steeply. On April 13, 1949, an earthquake caused such structural damage to the Cascade School that the building was condemned. Rather than rebuild, the school district placed a warehouse on the grounds, both mirroring and contributing to the decline in population and the increase in commercial development.

Opening of the Battery Street Tunnel in 1954 sent much of Aurora's traffic underground, reducing trade for retailers and eateries. Residential uses in the neighborhood continued to disappear throughout the 1950s as the unattended to housing stock aged, and commercial and light-manufacturing activities moved into the area. Previously a commercial zone that allowed residential use and construction, a new zoning ordinance in 1957 converted the Cascade Neighborhood to a manufacturing zone that forbade any new residential uses.

Construction of I-5 in the early 1960s contributed to the loss of housing in the Cascade area. A renewed interest in the South Lake Union area in recent years has led to many new construction projects, focusing on mixed-use retail, office, and residential buildings.

In 1962, the Century 21 Exposition, Seattle's second World's Fair, was held to raise Seattle's visibility, attract industry, and revitalize downtown and the languishing Denny Regrade (Findlay 1992). The project revitalized much of the area between Lake Union and Elliott Bay, at the foot of Queen Anne Hill. An entertainment center, with a civic arena, auditorium, and football stadium, had been built on Mercer Street in the 1920s, near the site where pioneers David and Louisa Denny had settled (Sheridan 2004).

The project area has a high potential for historic archaeological deposits, although these would most likely be in the form of undifferentiated historic fill. Geotechnical borings conducted at the south end of Lake Union revealed pilings, sawdust, artifacts, and fill that may be associated with David Denny's Western Lumber Mill (Tobin 1994; Forsman et al. 1997). Although much of the project area lies within a historic ravine that has been filled, intact street surfaces, early trails and roads, and other historic land modifications may be preserved beneath the fill. Soils investigations for this project revealed the presence of historic fill over the majority of the proposed alignment, varying in depth from 3-5 feet below the modern ground surface in the southern portion of the project area to 25 feet or more in the northern portion near Lake Union (GeoEngineers 2005). Intact historic sites and features are not anticipated within this fill layer.

Remnants of historic railroad and streetcar alignments and brick sewer pipes are visible or known to exist; and some brick sewers are still in use. As-built plans show extant brick sewers in the following locations:

- Westlake Avenue from Lenora to Harrison streets: 28" x 42"
- Westlake Avenue N. from Harrison to Republican streets: 22" x 33"
- Republican Street, Metro Trunk Sewer: 30" x 48"
- Valley Street, Boren Avenue N. to Fairview Avenue N.: 24" x 36"

#### 5.4 Traditional Cultural Properties

No traditional cultural property studies have been conducted within or near the project area. Anthropologists and others working earlier in the century documented Duwamish places and their names, and many suggest mythological or legendary significance, ceremonial painting, and associations with specific economic pursuits. Consultations with the Muckleshoot, Snoqualmie, Tulalip, and Suquamish Tribes, as well as the Duwamish Tribal Community, are ongoing. To date, no traditional cultural activities have been identified in the project area.

#### 5.5 Historic Buildings and Structures

Historic buildings and structures identified within the project's Area of Potential Effect (APE) are presented in Table 5-1 and Figure 5-2. Ninety-seven (97) buildings were initially identified as within the APE. Of these buildings, 62 were built in or prior to 1956 and were confirmed as within the APE. One building (the Times Building - #3) is listed in the

National Register of Historic Places (NRHP) and the Washington Heritage Register (WHR). One building, the McKay Ford Dealership (#51), has been determined eligible for inclusion in the NRHP and WHR. The Times Building, the Ford Assembly Plant (#81), and McGraw Square Park (#4) have been designated City of Seattle Landmarks. Twenty-three (23) buildings were previously documented with no formal determination of eligibility, and 35 buildings were recorded for the first time as part of this survey. Descriptions of each of the buildings follow. Appendix C includes Inventory Forms for all properties.

Field survey noted numerous differences between the addresses listed in the Assessor's records and the numbers on the buildings themselves. Often, the Assessor would list one address for an entire building, but in reality the building would be subdivided into several addresses. For simplicity and purposes of cross-referencing, the addresses listed in the following sections and on the Inventory Forms reflect this in the Assessor's database. Actual street addresses may vary.



Figure 5-2: Historic Properties

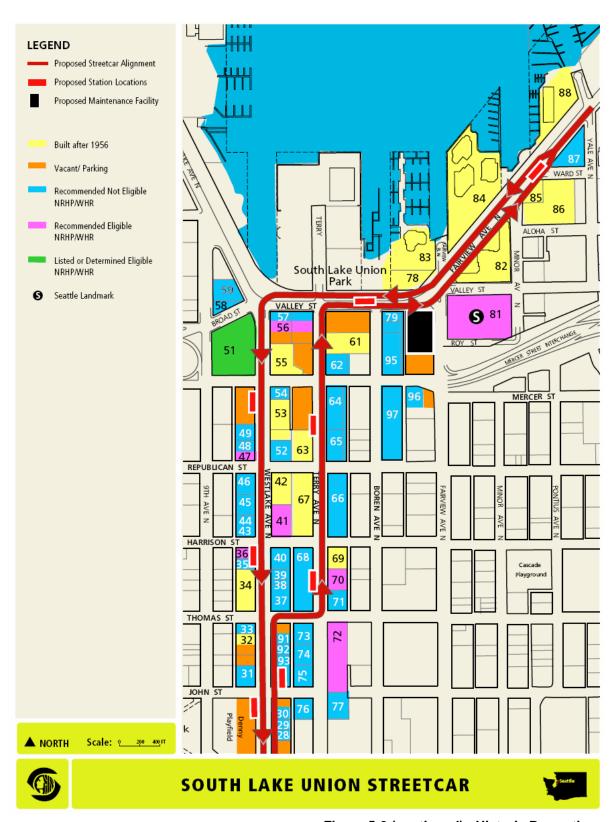


Figure 5-2 (continued): Historic Properties

Table 5-1: Historic Buildings and Structures in the APE

Bldg#	Parcel #	Name	Address	Year Built	Author and Year Surveyed	Listing Status	NRHP Eligibility Recommendation
3	659000385	Times Building/Times Square Building	414 Olive Way	1916	Entrix 2003	NR, WHR, SL	N/A
4	659000381	McGraw Square Park	5 <sup>th</sup> /Stewart	1913	Peckham 1979a	SL	Not Eligible
5	659000085	Medical Dental Building	505 Olive Way	1925			Eligible
7	659000380	Bank of America	500 Olive	1956			Not Eligible
16	659000710	Western Auto Supply	2004 Westlake Ave	1923			Eligible
17	659000715	West Lake Hotel	2008 Westlake Ave	1907			Eligible
18	659000755	Craftsman Press	2015 8th Ave	1924			Eligible
19	659000730	Westlake Tire Market	2027 Westlake Ave	1924			Not Eligible
20	659000740	Larned Apartments	2030 7th Ave	1909	Williams 1990		Eligible
22	660000575	Cosmopolitan Motors	2030 8th Ave	1925			Eligible
23	660000540	Enterprise Rental Cars	2118 Westlake Ave	1948			Not Eligible
24	660000525	Retail Stores	2120 Westlake Ave	1909			Not Eligible
25	660000500	Farrell Lumber	2115 Westlake Ave	1920			Not Eligible
26	660000515	Moss Building	2121 Westlake Ave	1925			Not Eligible
28	1986200330	Service First Collision	114 Westlake Ave N	1925	Tobin 1994		Not Eligible
29	1986200335	C H Holderby Co	120 Westlake Ave N	1919	Tobin 1994		Not Eligible
30	1986200340	Egan Used Cars	128 Westlake Ave N	1920	Tobin 1994		Not Eligible
31	1986200085	Morningside Academy	201 Westlake Ave N	1923			Not Eligible
33	1986200065	Peerless Yeast	233 Westlake Ave N	1947			Not Eligible
35	1986200130	Washington State Patrol	325 Westlake Ave N	1927	Tobin 1994		Not Eligible
36	1986200125	Durant Motor Co.	333 Westlake Ave N	1923/1927	Tobin 1994		Eligible
37	1986200215	Trick & Murray	300 Westlake Ave N	1913/1957	Tobin 1994		Not Eligible
38	1986200226	Pittsburgh Paints	316 Westlake Ave N	1922			Not Eligible
39	1986200230	Super Tread Tire	318 Westlake Ave N	1919			Not Eligible
40	1986200235	Glantz & Superior Garage	328 Westlake Ave N	1932			Not Eligible
41	1983200230	Firestone Tire	400 Westlake Ave N	1929	Tobin 1994		Eligible
43	1983200030	Forsberg Indian Co.	401 Westlake Ave N	1948			Not Eligible
44	1983200025	Honeychurch Antiques	411 Westlake Ave N	1956			Not Eligible
45	1983200015	Westlake Electronic Supply	415 Westlake Ave N	1947			Not Eligible
46	1983200005	Crawford Office Furniture	425 Westlake Ave N	1920	Tobin 1994		Not Eligible
47	1983200095	Hemphill School	503 Westlake Ave N	1919	Tobin 1994 Sheridan 2004		Eligible
48	1983200090	Antique Distributors	507 Westlake Ave N	1925	Tobin 1994 Sheridan 2004		Not Eligible
49	1983200085	Pure Milk Dairy	515 Westlake Ave N	1920	Tobin 1994 Sheridan 2004		Not Eligible

51	4088803385	W. O. McKay Ford Dealership	609 Westlake Ave N	1922/1925	Peckham 1979b Garris 1994 Tobin 1994 Boyle Wagoner 1998 Sheridan 2004	E-NR	N/A
52	1983200170	Faction	500 Westlake Ave N	1919			Not Eligible
54	1983200196	Clements & Rice Building	536 Westlake Ave N	1920			Not Eligible
56	4088803240	Brace Lumber	965 Valley St	1920/1935	Tobin 1994 Wickwire 2000 Leubben 2002a		Eligible
57	4088803235	Auto Service	630 Westlake Ave N	1930/1948	Leubben 2002b		Not Eligible
58	4088803495	Jet City Flooring	900 Roy St	1941	Sheridan 2004		Not Eligible
59	4088803500	Outback Restaurant	707 Westlake Ave N	1914			Not Eligible
62	1983200416	West Marine	1000 Mercer St	1932			Not Eligible
64	1983200375	Far Fetched Furniture Warehouse	1001 Mercer St	1950			Not Eligible
65	1983200360	Ivar's Commissary	500 Terry Ave N	1950			Not Eligible
66	1983200290	Rich Lumber	410 Terry Ave N	1929/1949	Tobin 1994		Not Eligible
68	1986200185	Northern Pacific Freight Depot	970 Thomas St	1912	Tobin 1994		Not Eligible*
70	1986200450	Kelly Goodwin Hardwood	310 Terry Ave N	1914/1940	Tobin 1994		Eligible
71	1986200440	Bio Rad Laboratories	1000 Thomas St	1954			Not Eligible
72	1986200380	Fred Rogers Building	200 Terry Ave N	1954			Eligible
73	1986200245	Seattle Commercial Sign	971 Thomas St	1926	Tobin 1994		Not Eligible
74	1986200255	City Transfer Co.	219 Terry Ave N	1928			Not Eligible
75	1986200265	47 Productions	201 Terry Ave N	1951			Not Eligible
76	1986200305	Martin-Perry Building	975 John St	1923			Not Eligible
77	2693100055	Brunswick Building	124 Terry Ave N	1925			Not Eligible
79	1983200525	630 Boren	630 Boren Ave N	1951	Leubben 2002c		Not Eligible
81	1984200035	Ford Assembly Plant	700 Fairview Ave N	1914	Peckham 1979c Tobin 1994 Tobin 1995	SL	Eligible
87	1984200105	FHCRC	1000 Fairview Ave N	1926			Not Eligible
91	1986200295	Athletic Supply Co	224 Westlake Ave N	1926	Tobin 1994		Not Eligible
92	1986200290	Palmer Supply	222 Westlake Ave N	1923			Not Eligible
93	1986200275	O'Reilly Signs	202 Westlake Ave N	1947			Not Eligible
95	1983200505	Grange Cooperative	1104 Mercer St	1946			Not Eligible
96	1983200535	Far Fetched Import Furniture	1119 Mercer St	1946			Not Eligible
97	1983200585	Ducky's Office Furniture	526 Boren Ave N	1946			Not Eligible
98		Terry Avenue N	Thomas to Valley Street	1907-1922	BOLA 2005		Not Eligible

NR – Listed, National Register WHR – Listed, Washington Heritage Register SL – Seattle Landmark

E-NR – Determined Eligible, National Register
\* may be eligible as Seattle Landmark

#### 5.5.1 Historic Building Descriptions

**Building Number:** 3

**Building Name:** Times Building (a.k.a.

Times Square Building) **Address:** 414 Olive Way

Plat/Block/Lot: Bell Heirs of Sarah A Add,

Block 8, Lots 1, 2, and 3

Date Built: 1916

Eligibility: Listed, NRHP/WHR, Seattle

Landmark



**Description of Physical Appearance:** (from NRHP Nomination Form 1982) – The Times Building is a compact, well-detailed structure styled in the fashion of the Italian Renaissance. It occupies a triangular parcel in the commercial core of Seattle, and the plan of the steel and concrete building conforms to the site. The apex is on 4th Avenue to the west, and the somewhat narrow base is at 5th Avenue to the east; the length of the building parallels Stewart Street on the north and Olive Way to the south. The site rises to the west, and as a result the building is five stories in height at 4th Avenue and seven stories at 5th Avenue.

Conceived originally as the Seattle Times publishing headquarters, the building was specially designed to meet the needs of a major metropolitan newspaper. Little of the interior arrangements that served that use survive; the structure was adapted over the years for a variety of commercial purposes following the relocation of the Seattle Times offices in 1931. The exterior, however, is virtually unchanged.

The first and second stories serve as a visual base for the balance of the structure. The lower portions of the first floor are faced with Washington Index granite, and terra cotta blocks finish the elevations to an intermediate cornice at the second story level. Window openings below the cornice are rectangular and fitted with voussoirs in flat arches. Above the cornice on the south and north elevations are monumentally scaled window openings rising to the full height of the building; each is closed with a round arch 17 feet in diameter. Between these major openings are eagles in terra cotta, set against a turquoise field; the eagle was the symbol of the Times.

The major entry was at 5th Avenue. The doorway opened onto a vestibule of marble and Caen stone with a vaulted, coffered ceiling. A marble stairway led up to the main offices. The corporate spaces were done in an Adam style, based on the governor's room in New York's former city hall. A transverse vestibule accommodated entry from Stewart Street and Olive Way; it was notable for its sculptured panels representing the publication and distribution of news. Most of the original interior has disappeared over the years, and a bank now occupies a major portion of the first floor accessible from 5th Avenue. The most significant reminder of the once lush interior is a compass rose of inlaid brass and marble in the transverse vestibule. A familiar symbol of journalism, its center is set with the initials "ST".

The terra cotta is a buff or beige color, laid up in heavily rusticated coursed ashlar. Spandrels, cornice lines, entries, and some window openings are set with rosettes, running mold bands, and other decorative devices. The terra cotta was manufactured by the Denny-Renton Clay and Coal Company. The cornice was fitted with electric lights, and 28 specially constructed light standards surrounded the building at sidewalk level; the light standards were removed at an unknown period.

**Statement of Significance:** (from NRHP Nomination Form 1982) – The Times Building is significant as the former headquarters of one of Seattle's prominent newspapers – the Seattle Times, and as an excellent example of the work of the architectural firm of Bebb and Gould. It is also notable as representative of Seattle's many terra cotta commercial buildings.

The Seattle Times is best known in the Northwest as the paper built by the Blethen family, and the Times Building is associated with two family members in particular – Col. Alden J. Blethen (1846-1915) and his son Gen. C. B. Blethen (1879-1941). Alden Blethen had been involved with newspaper publishing in the Midwest, and came to Seattle after suffering several setbacks. He purchased the Times in 1896, which had first appeared ten years earlier and had gone through a series of owners and editorships. Blethen added innovations such as society, fraternal, and theatre columns. From a circulation of 3000 in 1896, the Times appeared in 70,000 copies daily by 1915.

Blethen was determined to build a structure specifically designed for the business, editorial, and mechanical needs of newspaper publication. The site he chose was north of the City's commercial core in a newly developing area. Blethen had an active hand in the design, and included features such as a visitor's gallery and open pressroom. The window area was extensive to allow for good lighting – the glazing was equal to half the floor area. A four-inch layer of diatomaceous earth was placed over the structural flooring to provide sound insulation from the heavy presses on the basement level. Alden Blethen died halfway through construction, and his son completed the project.

The opening of the Times Building took place after several weeks of disassembling and moving equipment, all while continuing to publish the paper daily. The opening ceremonies involved bombs, fireworks, a concert, and building tours. The early years of the Times Building included instantaneous baseball reporting, where an illuminated baseball diamond was projected onto the building's 5th Avenue side. Plays were flashed as they occurred and the score updated. Interesting games could attract quite a crowd.

By 1931, the Times circulation had increased so much as to outgrow its home in the Times Building. The paper relocated to a new facility in the Cascade neighborhood. The Times Building may have been vacant until 1941, when records reflect a variety of small commercial services and offices. These uses continue to the present day.

The building is also known as the Times Square Building, perhaps due to earlier descriptions which identified the building as the Times Building at Times Square. Ochsner (1998) also notes that the building resembles the Flatiron Building in Times Squire in New York City.

**Building Number:** 4

**Building Name:** McGraw Square Park

**Address:** 5<sup>th</sup> and Stewart

Plat/Block/Lot: Bell Heirs of Sarah A

Addition

**Date Built:** 1913 (statue)

**Eligibility:** City of Seattle Landmark, Recommended Not Eligible NRHP

**Description of Physical Appearance:** This is a small triangular pocket park containing a statue, landscaping, and benches.

#### Statement of Significance: This memorial

was constructed for John Harte McGraw (1850-1910), City Chief of Police, King County Sheriff, second governor of the State of Washington, president of the First National Bank of Seattle, and president of the Seattle Chamber of Commerce. The statue was completed by sculptor Richard Brooks of New York in 1913. The park commemorates McGraw's civic contributions. Because this property is primarily commemorative in nature and not significant due to age, design, tradition, or symbolic value, it does not appear to meet the eligibility criteria for listing in the National Register of Historic Places.

**Building Number:** 5

**Building Name:** Medical Dental Building

**Address:** 500 Olive Way

Plat/Block/Lot: Bell Heirs of Sarah A add, Block 2,

Portion

**Date Built:** 1925

Eligibility: Recommended Eligible NRHP, criterion

"c"

Description of Physical Appearance: The Medical Dental building is an 18-story concrete building constructed in 1925. It was built to hold retail on the ground floor and medical and dental offices in the floors above; uses that continue to the present day. Bartell's Drugs #6 has occupied the ground floor since the early years of the building. Cladding is stone tile. The ground floor cladding, entries and fenestration have been extensively altered, replaced with steel and glass and fabric awnings. The upper floor 1/1 windows appear to be intact.



**Statement of Significance:** The Medical Dental building was designed by architect John A. Creutzer. Creutzer first practiced in Minneapolis, then Spokane, arriving in Seattle in 1906 (Ochsner 1998). He designed the Medical Dental building with the help of A. H.



Medical Dental Building (August 1964) Courtesy Seattle Municipal Archive (Sherwood coll.)

Albertson, consulting architect, who also designed the Northern Life Tower (now the Seattle Tower).

Architecture in Seattle in the 1920s was initially dominated by historical revival styles and an eclectic approach. In commercial architecture, Classical Revival motifs were common, but by the end of the decade had been supplanted by Art Deco. Downtown commercial office buildings and retail stores proliferated, influenced by the work of English-born architect John Graham Sr. Many of his projects, including the Roosevelt Hotel and Exchange Building, were executed in the Art Deco style.

The Medical Dental building is one example of the Art Deco influences that permeated commercial architecture in Seattle in the

1920s. It appears to meet the eligibility criteria for listing in the National Register of Historic Places under criterion "c".

**Building Number:** 7

**Building Name:** National Bank of Commerce

**Address:** 500 Olive Way

Plat/Block/Lot: Bell Heirs of Sarah A Add,

Block 7, Entire block **Date Built:** 1956

Eligibility: Recommended Not Eligible NRHP

**Description of Physical Appearance:** The National Bank of Commerce building is a two-story concrete structure built in 1956. Sanborn Insurance maps show the structure was built of reinforced concrete with a suspended ceiling over 60-percent steel and glass. The south and west elevations are steel frame with large



picture panes, with a stone tile cladding on the upper façade. The rear (west) elevation contains the primary entrance and is clad primarily in stone tile.

**Statement of Significance:** This structure originally housed the National Bank of Commerce of Seattle, Central Branch (Polk 1956/57). The original cladding and windows are all intact. The building is not characteristic of any particular style or type of construction, nor does it have significance for any historic associations. It now houses a

Bank of America branch. The building does not appear to meet the eligibility criteria for listing in the National Register of Historic Places.

**Building Number:** 16

**Building Name:** Western Auto Supply **Address:** 2004 Westlake Avenue

Plat/Block/Lot: Bell Heirs of Sarah A add, Block 13, Lot 1

Date Built: 1923

Eligibility: Recommended Eligible NRHP, criterion "a"



Western Auto Supply (April 25, 1930) Courtesy Seattle Municipal Archive (orig. 8248)



Current View

**Description of Physical Appearance:** The Western Auto Supply building is a three-story concrete structure built in 1923. It is clad in stone tiles and the upper-story 1/1 windows are original. The cornice projects slightly and is simple in design and ornamentation. The ground floor has been modified with aluminum frame picture pane windows and granite tile cladding. The original windows on the upper portion of the ground floor have been covered with wood. The original awnings have been removed and replaced. Original roll-top garage doors remain on the rear of the building. The new owners intend to restore the building and have posted a design plan in the building window.

**Statement of Significance:** Western Auto Supply was established at 2004 Westlake Avenue in 1923 (Polk 1923). The 1930 photograph shows the structure and its prominent sign. By 1938 the building housed Tinney Furniture, which occupied this structure until the early 1940s (Polk 1938, 1940). By the mid-1940s, the building housed Joseph Ryan's Furniture Mart (Polk 1943/44).

The structure is in good condition. Despite modifications to the ground floor that detract from the structure's integrity, it is significant for its association with the auto-oriented development of Westlake Avenue. The building appears to meet the eligibility criteria for listing in the National Register of Historic Places under criterion "a" (local significance).

**Building Number: 17** 

**Building Name:** Westlake Hotel **Address:** 2008 Westlake Avenue

Plat/Block/Lot: Bell Heirs of Sarah A Add,

Block 13, Lot 2, 3, and 4

Date Built: 1907

Eligibility: Recommended Eligible NRHP,

criterion "c"

**Description of Physical Appearance:** The Westlake Hotel is a three-story brick building



built in 1907. The plan is triangular and the building has a stepped cornice with painted emblems. Cladding and fenestration are original. The ground floor contains various retail stores and the hotel office and the upper floors are residential. The ground floor exhibits the original entryways and although the glass has been replaced the wood frames are original. Upper stories contain 1/1 windows in wood frames. Rear windows are deeply recessed and arched.

Statement of Significance: The Westlake Hotel was established in 1907 and has been operating in its present location since that time. Early retail uses included Dr. Moody's Royal Medicated Stock Food & Veterinary Co. (Polk 1909). Characteristic of the Westlake Avenue corridor in the 1920s, the Anderson Tire Company and Al's Tire Shop occupied the ground floor (Polk 1925, 1930). By the 1940s, retail had expanded to include an electric contractor, gas station equipment sales, copper coil manufacturers, wholesale paint, a barber shop, a café, a grocery, and a laundry (Polk 1937, 1940, 1943/44). The building currently serves as low-income housing. Although the building's setting has been greatly altered, it is one of the few remaining structures in intact condition from this time period. This building is significant for its style and period of construction and appears to meet the eligibility criteria for listing in the National Register of Historic Places under criterion "c" (local significance).

**Building Number: 18** 

**Building Name:** Craftsman Press **Address:** 2030 Westlake Avenue

Plat/Block/Lot: Bell Heirs of Sarah A Add.

Block 13, Lot 9-10 **Date Built:** 1925

Eligibility: Recommended Eligible NRHP,

crierion "c"

# **Description of Physical Appearance:** The

Craftsman Press building is a two-story



concrete building constructed in 1925. It is clad in stone tiles and has decorative twisted pilasters and corbels. The cornice contains an elaborate series of small decorative corbels arches. Windows on the ground floor are steel and are original. Upper-story windows are the original 6/6 double-hung sashes in wood frames. The entry has been altered and

two entries in newer frames are now present. An original garage door remains in the alley. The rear of the building has been completely altered with stucco cladding and removal of all decorative elements.

Statement of Significance: The Craftsman Press building was designed by architect Henry Bittman. The original use of this structure is unknown. The first documented use is from 1937, where the Polk directories suggest this building was occupied by the Transport Motor Co. garage (Polk 1937, 1938). In 1940 the building was vacant (Polk 1940). In the late 1940s and into the 1950s, the building housed the Craftsman Press (Polk 1943/44, 1948/49, Sanborn Insurance Map 1951). The building is an example of the decorative detailing often found on larger commercial buildings, but not common on buildings of this scale. This building is one of a few remaining examples of this architectural style in the project area and appears to meet the eligibility criteria for listing in the National Register of Historic Places under criterion "c" (local significance).

**Building Number:** 19

**Building Name:** Westlake Tire Market **Address:** 2027 Westlake Avenue

Plat/Block/Lot: Bell Heirs of Sarah A Add, Block 13, Lot 4-5

Date Built: 1924

Eligibility: Recommended Not Eligible NRHP



Westlake Tire Market (April 25, 1930) Courtesy of Seattle Municipal Archive (orig. 8249)



**Current View** 

**Description of Physical Appearance:** The Westlake Tire Market is a two-story brick building built in 1924. The castellated parapet is original, as can be seen in the 1930 photo, although has been modified slightly. However, the entries have been changed from the original (the historic photo shows the entry on the apex of the building). Currently, the entrance is on the Westlake Avenue side. Awnings and exterior lighting have been added, and most of the windows have been replaced.

**Statement of Significance:** The Westlake Tire Market was an auto-oriented business established in 1924 as Kennedy and Heagy Tires (Polk 1924). By 1930 it was known as the Westlake Tire Market, still run by Proctor M. Kennedy (Polk 1930), and also contained the Westlake Grocery. By 1940, the grocery had been replaced by Landis Forbes & Co. wholesale paints (Polk 1940). By 1943/44, the building had been converted to Jorgensen's Fountain Restaurant and Bakery (Polk 1943/44), a use that continued into the 1950s (Sanborn Insurance Co. 1951). It currently contains an adult entertainment store.

Although this building was associated with the auto-oriented development of the 1920s, it has been greatly modified from its original form with changes to plan and windows. It does not appear to meet the criteria of eligibility for listing in the National Register of Historic Properties.

**Building Number: 20** 

**Building Name:** Larned Apartments

**Address:** 2030 7<sup>th</sup> Avenue

Plat/Block/Lot: Bell Heirs of Sarah A Add,

Block 13, Lot 6 **Date Built:** 1909

Eligibility: Recommended Eligible NRHP,

criterion "c"

**Description of Physical Appearance:** The Larned Apartments is a three-story brick building built in 1924. The building is



rectangular in plan although is truncated at the southeast corner. Some decorative elements are evident in the peaked parapet, cornice, and in the metal disks fixed to the exterior. Windows on the ground floor have been replaced; other upper story windows are original. Cladding is intact. Form and detail reflect Buildings 46 and 70.

Statement of Significance: The Larned Apartments were constructed in 1909 and is one of the few remaining examples of buildings in the project area from this time period. From 1910 to at least 1912, the Ainslie Boyd Co. occupied the ground floor, selling building materials (Polk 1910, 1912). By 1915, the Ainslie Boyd Co. had become the Frederick Boyd Co. and L. B. Gullett, House Mover, had moved into the building. The Tinney Furniture Co. occupied the building between 1925 and 1937 (Polk 1925, 1937). The Hotel Larned opened in 1938 (Polk 1938) and continued to operate there through the 1950s (Sanborn Insurance Co. 1951). The Acme Restaurant Supply Co. opened in 1938 and remained through the 1940s (Polk 1943/44, 1948/49). Funes Furniture Co. opened in 1948/49. The building is currently mixed-use, with retail on the ground floor and apartments above.

The Larned Apartments exemplify a turn-of-the-century building style and method of construction that is relatively unique to the project area. Despite some minor modifications to ground floor windows, the building retains its historic integrity and

appears to meet the criteria of eligibility for listing in the National Register of Historic Places under criterion "c" (local significance).

**Building Number: 22** 

**Building Name:** Transport Motor Co.

**Address:** 2030 8<sup>th</sup> Avenue

**Plat/Block/Lot:** Bell Heirs of Sarah A 2<sup>nd</sup>

Add, Block 25, Lot 5-6 **Date Built:** 1926

Eligibility: Recommended Eligible NRHP,

criteria "a" and "c"

# **Description of Physical Appearance:** The Transport Motor Co. building is a two-story



concrete building constructed in 1926. It is clad in stone tile and has distinctive arched window frames. The second-story windows are original while the ground floor windows have been replaced with aluminum. The cornice is decorated with a diagonal tile pattern and numerous small arches that have been painted in a multi-color scheme. The main customer entrance is on 8<sup>th</sup> Avenue and is a deeply recessed set of double wood-frame doors with daylights. There are garage entrances on 8<sup>th</sup> Avenue and on Lenora Street. The Lenora Street garages are part of a separate business, Durham Upholstery. Parking is underground.

Statement of Significance: The original use of this building is unknown. By 1937, the building housed the Transport Motor Co. (with garages in Building 18) (Polk 1937). An advertisement from the Transport Motor Co. offers "Hudson-Terraplane Fine Motor Cars" (Polk 1937). By 1943/44, the building had been converted to Northwest Floor Coverings and the Sloane-Blabon Corp., linoleum manufacturers (Polk 1943/44). By 1948/49, the building housed the Murray B. Marsh Co. wholesale rugs and Mohawk Carpet Mills, which occupied the structure into the 1950s (Sanborn Insurance Co. 1951). Traces of a stencil of "Silver Star Motor Cars" are still visible on the building, suggesting it converted back to a car dealership prior to the establishment of the current occupant, Cosmopolitan Motors. This current business sells vintage automobiles.

The Transport Motor Co. is a well-preserved example of a tile-clad commercial building from the 1920s. It has a unique window style and recent modifications could be restored to the historic style. The building appears to meet the eligibility criteria for listing in the National Register of Historic Places under criterion "c" as well as criterion "a" for its association with the auto-oriented development of Westlake Avenue in the 1920s.

**Building Number: 23** 

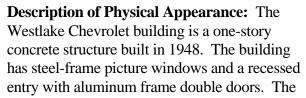
**Building Name:** Westlake Chevrolet **Address:** 2118 Westlake Avenue

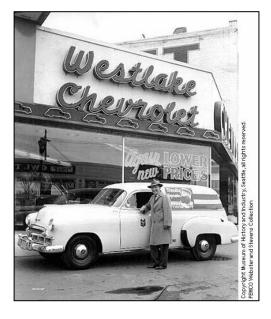
Plat/Block/Lot: Bell Heirs of Sarah A 2<sup>nd</sup> Add, Block 24, Lot 10

**Date Built:** 1948

Eligibility: Recommended Not Eligible NRHP







doorframe is rounded, reminiscent of the Art Moderne style. The building has been subdivided internally and now contains two businesses with separate entries and storefronts. The building as a whole is non-descript, with the exception of the large metal fin that projects from the roof. Fitting remnants suggest this once held a neon sign. The original sign and showroom storefront can be seen in the 1949 photograph.

**Statement of Significance:** This building originally housed Westlake Chevrolet. This is an undistinguished commercial building with no particular architectural style. It has undergone modifications to entries and storefronts, and does not appear to meet eligibility criteria for listing in the National Register of Historic Places.

**Building Number: 24** 

**Building Name:** None- various retail **Address:** 2120 Westlake Avenue

Plat/Block/Lot: Bell Heirs of Sarah A 2<sup>nd</sup>

Add, Block 24, Lot 7, 8 and 9

**Date Built:** 1909

Eligibility: Recommended Not Eligible NRHP

**Description of Physical Appearance:** This building is a one-story concrete structure built in 1909. There are seven separate retail stores, each



with a separate entrance. Entries are recessed, single wooden doors with daylights/transoms. Front windows are large picture panes with daylights. Above each entrance is an arched window with four separate panes. Cladding is large stone tile. The cornice projects slightly and is capped by a rounded molding. Windows and entries appear to be original. Cladding has been altered.

**Statement of Significance:** The original occupants of this building and the pre-1920s uses are unknown. In 1925, the building contained Edward Hezel Auto Repair, Neal DeYoung Tires, Waldermar Engel Tires, and Comfy Auto Top (Polk 1925), typical of the auto-oriented commercial nature of the Westlake corridor. By 1930, the building housed the Owl Tire Shop. A restaurant had opened by 1937, as well as an electric motor repair shop and a wholesale paper shop. By the 1940s, most of the stores had converted to building materials, paint and paper, and appliance sales and repair (Polk 1940). The building currently contains a florist and a diner, among others.

This retail building is one of the few remaining examples of turn-of-the-century construction in the Westlake corridor. However, the building does not exhibit any particular architectural style and has been modified with new cladding. It no longer

reflects its period of significance and does not appear to meet the eligibility criteria for listing in the National Register of Historic Places.

**Building Number: 25** 

**Building Name:** Farrell Lumber Co. **Address:** 2115 Westlake Avenue

**Plat/Block/Lot:** Bell Heirs of Sarah A 2<sup>nd</sup>

Add, Block 24, Lot 3-4 Date Built: 1920

**Eligibility:** Recommended Not Eligible NRHP



**Description of Physical Appearance:** This building is a one-story concrete structure built in 1920. The plan is triangular and the roof is flat. Decorative elements frame the windows and doors, which can also be seen in the 1946 photograph. Windows and doors have all been altered to aluminum frames. Garage doors serving the 1920s and 1930s

> auto-oriented businesses have been removed.



Farrell Lumber Co. Building (Dec. 19, 1946) Courtesy of Seattle Municipal Archive (orig. 17478)

**Statement of Significance:** This building was originally the Farrell Lumber Co, opened in 1920 by Lee Farrell (Polk 1920, 1925). By 1925, the building also contained Rowland & Clark Auto Dealers (Polk 1925). The 1930 directory lists Central Used Car Company at this address (Polk 1930). By 1936 the building housed Joseph H. Blaustein Tire Repair. In 1943/44, the store changed to Owl Tire Repair. Pittman Auto Finance was in place by the time the photos were taken in 1946. The building currently contains a dental office and half

the space is currently vacant.

Although the building maintains the original structure's form and some of its decorative detailing, the windows and doors have all been replaced, greatly altering the building's appearance and character to the point that it no longer retains historic integrity. The building does not appear to meet eligibility criteria for listing in the National Register of Historic Places.

**Building Number: 26** 

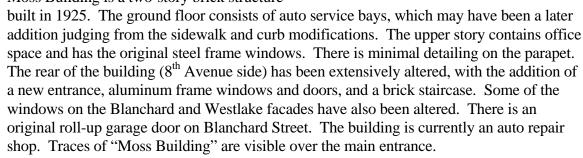
**Building Name:** Moss Building **Address:** 2121 Westlake Avenue

**Plat/Block/Lot:** Bell Heirs of Sarah A 2<sup>nd</sup>

Add, Block 24, Lot 6-7 **Date Built:** 1925

Eligibility: Recommended Not Eligible NRHP

# **Description of Physical Appearance:** The Moss Building is a two-story brick structure



**Statement of Significance:** The original use of the Moss Building is unknown. By 1930, the building contained Blaustein's Tire Shop, which later moved to Building #25, and the United Transfer and Storage Co. (Polk 1930). By 1937, the building contained Columbia Distributors (oil distributors), and Houston's Upholstery Co. (Polk 1937). In 1938 the Eclipse Venetian Blind Co. opened (Polk 1938). By 1940 the building contained Packard Bell Washington (wholesale radios) (Polk 1940). Most of these stores were in business through the 1940s (Polk 1943/44, 1948/49). Sanborn Insurance Maps in 1951 describe the building as general storage (Sanborn Insurance Co. 1951).

The Moss Building has been extensively modified with a new rear entrance, windows, and doors. It no longer retains integrity and does not appear to meet eligibility criteria

for listing in the National Register of Historic

Places.

**Building Number: 28** 

**Building Name:** Service First Collision **Address:** 114 Westlake Avenue N.

Plat/Block/Lot: D. T. Denny's 5<sup>th</sup> Add, Block

98. Lot 9

**Date Built:** 1925



**Eligibility:** Recommended Not Eligible NRHP

**Description of Physical Appearance:** Service First Collision is a three-story brick structure built in 1925. This is a typical warehouse building of this area, pilastered with steel frame windows. The windows on the second floor, south elevation, have been bricked in. Along Westlake, the second-floor windows are intact, but the first floor has new entrances and the transom windows have been removed in the south bay. The south bay has been altered for a garage entrance. The doors are aluminum and the awning is new. The cladding on the first floor has been altered with the addition of vinyl siding.

**Statement of Significance:** Typical of this period, the Service First Collision building originally housed the O. M. Gaudy Co. auto dealers (Polk 1925). By 1930, the company had changed to the Guaranteed User Car Co. (Polk 1930). By 1940, it was Feek Brothers Inc. Used Cars, and by 1948/49, the Dutch Boy Paint Co. and National Lead Co. (Polk 1948/49).

Although the building exemplifies the concrete and steel warehouse construction typical of the corridor, it has been extensively modified with new windows, doors, and storefronts/garages, and no longer retains integrity. The building does not appear to meet eligibility criteria for listing in the National Register of Historic Places.

**Building Number: 29** 

**Building Name:** C. H. Holderby Co. **Address:** 114 Westlake Avenue N.

**Plat/Block/Lot:** D. T. Denny's 5<sup>th</sup> Add, Block

98. Lot 10

**Date Built:** 1919

**Eligibility:** Recommended Not Eligible NRHP

**Description of Physical Appearance:** The C. H. Holderby Co. is a one-story concrete structure built in 1919. The storefront has been altered with the installation of new aluminum doors and



windows. The black tile on the storefront bulkheads and on the ground level is new. The new awning detracts from the building's historic character. Original decorative detailing is visible on the parapet.

**Statement of Significance:** The original use of the building is unknown. By 1925, the building housed Westlake Chevrolet Co. and Sutherland Co. Tires (Polk 1925). The latter moved to Building 23 in 1948 or 1949. By 1930, the business had changed to the Allen Motor Co. (Polk 1930), and by 1938 Blangy Motor Co., Ford dealers (Polk 1938). In 1943/44, the business was Ferguson Motor Sales (Polk 1943/44). By 1948/49, the building contained the Electric Refrigeration Co. (Polk 1948/49, Sanborn Insurance Co. 1951). The building currently houses C. H. Holderby Sewing Machines.

The building has been extensively modified with new windows, doors, cladding, and storefronts, and no longer retains integrity. The property does not appear to meet eligibility criteria for listing in the National Register of Historic Places.

**Building Number: 30** 

**Building Name:** Egan Used Cars **Address:** 128 Westlake Avenue N.

Plat/Block/Lot: D. T. Denny's 5<sup>th</sup> Add, Block

98, Lot 11

Date Built: 1920

Eligibility: Recommended Not Eligible NRHP

**Description of Physical Appearance**: The Egan Used Cars building is a one-story wood frame building constructed in 1920. It is a



simple garage building that is currently vacant. It has two garage doors opening to Westlake; the third has been converted to office space. Until recently, the building housed a trucking company (Tobin 1994). The customer entrance is on John Street.

**Statement of Significance:** The original use of the building is unknown. By 1930, the building contained Charles G. Egan Used Cars (Polk 1930). By 1937 this business had become Fred W. Coleman Used Cars (Polk 1937), and by 1940 the Tires & Equipment Co. (Polk 1940). In 1943 the Nelson Truck Equipment Co. opened, and remained in business through the mid-1990s.

This building is a simple garage characteristic of the area. It does not reflect any historic or architectural significance and does not appear to meet eligibility criteria for listing in the National Register of Historic Places.

**Building Number: 31** 

**Building Name:** Morningside Academy **Address:** 201 Westlake Avenue N.

Plat/Block/Lot: D. T. Denny's 5<sup>th</sup> Add, Block

90, Lot 5-6

**Date Built:** 1923

Eligibility: Recommended Not Eligible NRHP

**Description of Physical Appearance:** The Morningside Academy is a one-story brick structure built in 1923. The sidewalks and



streets around the building have been built up so that the rear portion of the structure is artificially low to the ground. Window sills are at sidewalk level in this portion of the building. The front and side elevations have had window, door, and cladding alterations. Little of the original building fabric remains.

**Statement of Significance:** The Morningside Academy originally housed several auto repair and tire shops (Polk 1925), including F. A. Cotter and Young & Miller auto

accessories and supplies, and the Triangle Tire Co. Uses changed frequently over the years, to Eldridge Buick Co. (Polk 1930), Westlake Auto Wrecking (Polk 1935), and Dulmage Motor Sales Inc. (Polk 1937), although the auto-oriented theme remained constant. By 1938, the building contained the Pacific Artcraft Co (lamps and shades) (Polk 1938), and from there housed a series of plumbing and heating manufacturers and wholesale suppliers (Polk 1940, 1948/49, 1957).

The Morningside Academy has been extensively altered with new windows, doors, and cladding to the point that the original building is completely obscured. The building does not appear to meet the eligibility criteria for listing in the National Register of Historic Places.

**Building Number: 33** 

**Building Name:** Peerless Yeast **Address:** 233 Westlake Avenue N.

Plat/Block/Lot: D. T. Denny's 5<sup>th</sup> Add, Block

90, Lot 3

**Date Built:** 1947

Eligibility: Recommended Not Eligible NRHP

**Description of Physical Appearance:** The Peerless Yeast Print building is a one-story concrete block building constructed in 1947. It is nondescript, with aluminum frame picture



pane windows across the front and a recessed single aluminum door. There is a glass-block window in the rear. The building lacks any ornamentation.

Statement of Significance: City directories from 1948/49 indicate that Peerless Yeast and Acme Breweries originally occupied this building, along with the General Paint Company (Polk 1948/49). In 1957 the brewery was gone, but Peerless Yeast continued to occupy the building along with four other general commercial businesses (Polk 1957). This building is not characteristic of any particular architectural style, nor is it significant for any historic associations. It does not appear to meet the eligibility criteria for listing in the National Register of Historic Places.

**Building Number: 35** 

**Building Name:** Palmer Electric **Address:** 325 Westlake Avenue N.

Plat/Block/Lot: D. T. Denny's 5<sup>th</sup> Add, Block

91, Lot 2

**Date Built:** 1927

Eligibility: Recommended Not Eligible NRHP

**Description of Physical Appearance:** The Palmer Electric building is a one-story brick



building constructed in 1927. It is a simple structure featuring stone or terra cotta decoration on its piers. It is faced with yellow brick and has new aluminum windows, a new main entrance, and new awnings.

**Statement of Significance:** The original use of the structure is unknown. The building was occupied by Palmer Electric in the 1930s (Tobin 1994). City directories from 1938-1944 indicate that the Washington State Patrol had a precinct here (Polk 1938, 1940, 1943/44). By 1948 the building contained R. D. Hurst Flooring Co. (Polk 1948/49). The building adds interest to the Westlake streetscape, but is not noteworthy in and of itself. It has been modified with new windows, doors, and awnings, and lacks historic integrity. The building does not appear to meet eligibility criteria for listing in the National Register of Historic Places.

**Building Number: 36** 

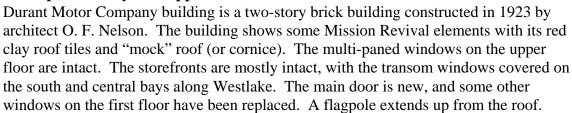
**Building Name:** Durant Motor Co. **Address:** 333 Westlake Avenue N. **Plat/Block/Lot:** D. T. Denny's 5<sup>th</sup> Add,

Block 91, Lot 1 **Date Built:** 1923

Eligibility: Recommended Eligible, NRHP,

criterion "a"

#### **Description of Physical Appearance:** The



**Statement of Significance:** This building exhibits a mix of styles and contributes to the warehouse architectural theme of Westlake Avenue. The building was designed by O. F. Nelson and was built as the Durant Motor Company of California (Tobin 1994, Polk 1930). It also held other auto-oriented parts and repair shops in the 1920s and 1930s. By 1937, the building housed Ernst Hardware, which remained in this location through the 1960s (Tobin 1994; Polk 1937, 1938, 1940, 1943/44, 1948/49). The building has had minor alterations, but in general has retained its historic integrity and appears to meet the eligibility criteria for listing in the National Register of Historic Places under criterion "a" for its association with the auto-oriented development of Westlake Avenue in the 1920s.

**Building Number: 37** 

**Building Name:** Trick & Murray **Address:** 300 Westlake Avenue N.

Plat/Block/Lot: D. T. Denny's 5<sup>th</sup> Add, Block 96, Lot 7, 8, 9



**Date Built:** 1912, remodeled 1957-58 **Eligibility:** Recommended Not Eligible,

NRHP

Description of Physical Appearance: The Trick & Murray Building is a three-story concrete building constructed in 1912. The shape is unusual for the area, and the size is larger than most of the surrounding buildings, due to its construction in several phases. The south (corner) portion and the north portion are somewhat different. The canopy is not

original. The upper windows are mostly intact, but the storefronts have been altered with new aluminum picture windows and a single swinging aluminum door. There are two garage doors at the north end of the west elevation. The vinyl siding is a recent addition as is the marbled tile on the Westlake elevation. There is a metal structure on the south portion of the building that constitutes the fourth floor of the building.

**Statement of Significance:** The original use of the structure is unknown. By 1925, the building housed the Lancaster Tire & Rubber Co (Polk 1925). By 1938, Philco Radio and TV wholesalers had moved in (Polk 1938). Also in 1938 the building contained the Sunset Electric Co., which was the primary occupant of the building into the 1950s (Polk 1938, 1940, 1943/44, 1948/49, Sanborn Insurance Co. 1951). The building has been significantly altered with new cladding, storefronts, and windows as well as a fourth-story addition. It does not appear to meet eligibility criteria for listing in the National Register of Historic Places.

**Building Number: 38** 

**Building Name:** Pittsburgh Paints **Address:** 316 Westlake Avenue N.

**Plat/Block/Lot:** D. T. Denny's 5<sup>th</sup> Add, Block

96, Lot 9

Date Built: 1922

Eligibility: Recommended Not Eligible

NRHP/WHR

**Description of Physical Appearance:** The Pittsburgh Paints building is a one-story brick

building constructed in 1922. This small office building has been altered with vinyl siding and a new awning. The picture pane windows in wood frames are likely original.

**Statement of Significance:** The original use of the structure is unknown. By 1925, the building contained the Pittsburgh Paint Store, which remained in this location through 1940 (Polk 1925, 1930, 1937, 1940). By 1943/44, the building contained the Chamberlin Metal Strip Co. (insulation), which remained in the building at least through 1949 (Polk 1943/44, 1948/49). The building does not have any architectural or historic significance and has been



altered with new cladding. The property does not appear to meet eligibility criteria for listing in the National Register of Historic Places.

**Building Number:** 39

**Building Name:** Super Tread Tire Address: 318 Westlake Avenue N.

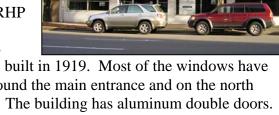
Plat/Block/Lot: D. T. Denny's 5<sup>th</sup> Add, Block

96, Lot 10

**Date Built:** 1919

Eligibility: Recommended Not Eligible, NRHP

### **Description of Physical Appearance:** This



building is a two-story wood frame structure built in 1919. Most of the windows have been replaced, although some (especially around the main entrance and on the north elevation) are in their original wood frames. The building has aluminum double doors. There is a marquee under the newly added metal and fabric awning. The upper story appears to be a later addition.

**Statement of Significance:** The original use of this building is unknown. The Super Tread Tire Corp occupied the building in 1930 (Polk 1930). By 1938 the business had changed to the Pioneer Retread Shop (Polk 1938), both typically of the auto-oriented nature of the Westlake corridor. The property appeared to remain vacant through the 1940s. In 1951 the building housed an electric supply and repair shop (Sanborn Insurance Co. 1951).

The building does not exhibit any noteworthy architectural detail, nor is it significant for any historic associations. It has been modified with new windows, doors, and a possible second story addition. The property does not appear to meet eligibility criteria for inclusion in the National Register of Historic Places.

**Building Number:** 40

**Building Name:** Glantz & Superior Garage

Address: 328 Westlake Avenue N.

**Plat/Block/Lot:** D. T. Denny's 5<sup>th</sup> Add, Block

96, Lot 11-12 Date Built: 1932

**Eligibility:** Recommended Not Eligible, NRHP

## **Description of Physical Appearance:** The

Glantz & Superior Garage building is a one-story

brick building constructed in 1932. Some of the windows on the ground floor are in their original wood frames; other windows have been replaced with aluminum frames. A wide recessed door on the west elevation may be original. The south half of the building is vacant, with double metal doors and stucco cladding. The south half also has a stucco parapet with stamped detailing.



**Statement of Significance:** The original use of this structure is unknown. The building housed the Nels Glantz Garage and the Superior Garage in 1925 (Polk 1925). By 1938, the building contained the Rock Wool Insulating Co – insulation, roofing, siding, and modernization contractors (Polk 1938). In 1940 the building housed Ebco Automobile & Boat Batteries (Polk 1940). In 1943/44 the building contained the Da-rt-in Tavern/Café (Polk 1943/44), and in 1948/49 the building contained Sherwin Williams Paint (Polk 1948/49). The restaurant and paint store were still present in 1951 (Sanborn Insurance Co 1951).

The building does not exhibit any noteworthy architectural details and has been modified with new windows, doors, and cladding. The property does not appear to meet eligibility criteria for inclusion in the National Register of Historic Places.

**Building Number: 41** 

**Building Name:** Firestone Tire **Address:** 400 Westlake Avenue N.

Plat/Block/Lot: D. T. Denny's 1st Add, Block

95, Lot 7-9

**Date Built:** 1929, alterations 1937, 1943 **Eligibility:** Recommended eligible NRHP,

criteria "a" and "c"



Description of Physical Appearance: The Firestone Tire building is a two-story concrete building constructed in 1929 by the Austin Company of California. This distinctive building reflects Art Deco influence in its decorative ornament (Tobin 1994). It is an unusual concrete building with terra cotta details, including the vertical elements along its fluted piers and coping along its parapet. At the top of the piers, there is scroll and chevron-like ornament. The building features a crest with a pattern, with the "F" for Firestone that was part of the original design. The Firestone emblems on the second floor are probably original. The upper-floor windows have been painted out and the terra cotta is also painted. The office portion at the corner of Westlake and Harrison is new. The building originally cut diagonally across this corner and contained a corner gas station (Sanborn Insurance Co. 1951). Three of the original storefront bays have been removed and now serve as covered parking. The bays are behind the building. The northernmost service bay on Westlake is original.

Statement of Significance: This building has been occupied by Firestone Tire since its construction and is one of the only historic auto-oriented buildings in the Westlake corridor that is still in operation. The building was originally designed by the Austin Company of California, and alterations in 1937 and 1943 were designed by Seattle architect V. W. Voorhees (Tobin 1994). The structure is noteworthy for its Art Deco style, terra cotta decoration, its prominence, and its long-standing continuous use. The property appears to meet the eligibility criteria for inclusion in the National Register of Historic Places under criterion "a" for its association with the auto-oriented development of Westlake Avenue in the 1920s, and under criterion "c" for its well-preserved Art Deco style.

**Building Number: 43** 

**Building Name:** Forsberg Indian Co. **Address:** 401 Westlake Avenue N.

Plat/Block/Lot: D. T. Denny's 1<sup>st</sup> Add, Block

92, Lot 6

Date Built: 1948

Eligibility: Recommended Not Eligible NRHP

# **Description of Physical Appearance:** The Forsberg Indian Co. building is a one-story

concrete block building constructed in 1948. The building has aluminum frame windows in the south and east storefronts, and an aluminum door in the entry to the building on the corner. The building is clad in stucco and painted bright blue. There are a series of deeply recessed small windows along the rear of the building. The interior space has been altered.

**Statement of Significance:** The building was originally Forsberg Indian Co. Motorcycles (Polk 1948/49, Sanborn Insurance Co. 1951). By 1956 the building contained Evelyn's Apparel Studio, and in 1957 the General Electric Appliance Service Center (Polk 1956, 1957). The current store manager believes it also served as a Checker auto showroom at one time. Currently it houses Napa Auto Parts. The building does not exhibit any noteworthy architectural details nor is it significant for historical associations. The property does not appear to meet eligibility criteria for inclusion in the National Register of Historic Places.

**Building Number:** 44

**Building Name:** Honeychurch Antiques **Address:** 411 Westlake Avenue N.

Plat/Block/Lot: D. T. Denny's 1<sup>st</sup> Add, Block

92. Lot 5

Date Built: 1956

**Eligibility:** Recommended Not Eligible NRHP

**Description of Physical Appearance:** The Honeychurch Antiques building is a one-story concrete block building constructed in 1956.

The exterior has been extensively altered along the primary elevation, with new cladding and a remodeled entry with wood detailing. Wrought iron bars have been added along the bottoms of the windows and doors as a decorative element. The rear of the building is nondescript and devoid of detail.

**Statement of Significance:** This building originally housed the offices of Hosea T. Wolfe, accountant (Polk 1956). It later housed Jafco Distributors (premium goods) (Polk 1957). The building does not exhibit any noteworthy architectural details, nor is it significant for historical associations. It has been extensively modified with new windows, doors, storefronts, and cladding. The property does not appear to meet eligibility criteria for inclusion in the National Register of Historic Places.



**Building Number:** 45

**Building Name:** Unique Merchandise

Wholesalers

**Address:** 415 Westlake Avenue N.

**Plat/Block/Lot:** D. T. Denny's 1<sup>st</sup> Add, Block

92, Lot 3-4

**Date Built:** 1947

**Eligibility:** Recommended Not Eligible NRHP

#### **Description of Physical Appearance:** The

Unique Merchandise Wholesalers building is a one and a half-story concrete block structure built in 1947. The building is generally intact with the exception of the new awning. The rear (west) elevation contains steel frame windows and the original garage door. The front windows are aluminum and may have been a later addition. There is a semi-circular structure on the roof with small windows.

**Statement of Significance:** The building originally housed Unique Merchandise Wholesalers (Polk 1948/49), but was vacant in 1953 (Polk 1953). Between 1954 and 1956, the building contained the Seattle National Bank. In 1957 the building contained a Volkswagen dealership (Polk 1957). The building does not exhibit any noteworthy architectural details, nor is it significant for historical associations. The property does not appear to meet eligibility criteria for inclusion in the National Register of Historic Places.

**Building Number:** 46

**Building Name:** Farwest Printing **Address:** 425 Westlake Avenue N.

Plat/Block/Lot: Denny's 1st Add, Block 92,

Lot 1-2

Date Built: 1920

Eligibility: Recommended Not Eligible NRHP

# **Description of Physical Appearance:** The Farwest Printing building is a two-story brick

building constructed in 1920. The roofline relates to the Kelly Goodwin Hardwood Building (#70), the Larned Apartments (#20), and the nearby Van Vorst Warehouse (Tobin 1994). Some windows have been blocked along Republican Street. All of the storefronts along Westlake Avenue have been altered, which was probably the result of a remodel in about 1970 (Tobin 1994). The transom windows and bulkheads are covered with a new fabric awning. The windows and doors are also new. The upper windows have been replaced since 1994.

**Statement of Significance:** The original use of this building is unknown. By 1930, the building housed the Farwest Lithograph & Printing Co. (Polk 1930). By 1937, the building contained North Coast Shoe Manufacturers and the Thomas Stratton restaurant. Other businesses included Sunbeam Utilities, Lewis Casing Co (butcher's supply), and Lewis Refrigeration and Supply Co. (Polk 1937, 1938). By 1940 Black and Decker



Manufacturing had moved into the building. By 1951, a butcher's supply store (perhaps the Lewis Co. mentioned above) had taken over the entire building.

Although the Farwest Printing building is representative of the brick warehouse style in the Westlake corridor, extensive alterations to windows and entries have reduced the building's historic integrity. The property does not appear to meet eligibility criteria for inclusion in the National Register of Historic Places.

**Building Number: 47** 

**Building Name:** Hemphill Diesel

**Engineering School** 

**Address:** 503 Westlake Avenue N.

Plat/Block/Lot: D. T. Denny's 1<sup>st</sup> Add, Block

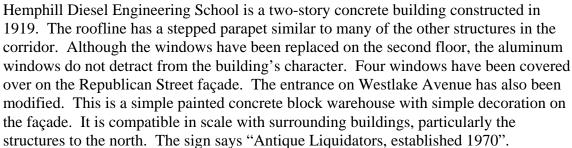
93, Lot 7

Date Built: 1919

Eligibility: Recommended Eligible, NRHP,

criterion "c"





**Statement of Significance:** The building was originally used as the Hemphill Diesel Engineering School and machine shop (Tobin 1994). This use continued through 1938 (Polk 1937, 1938). By 1940, several businesses had moved in including a gold mining company, a welding company, a wholesale beverage company, and an awning company (Polk 1940). By 1951 Sanborn maps indicate use by a machine shop and tent and awning manufacture (Sanborn Insurance Co. 1951).

The Hemphill Diesel Engineering School is characteristic of the two-story concrete and steel warehouse style common to the Westlake corridor. It is a well-preserved example despite some modifications. The property appears to meet eligibility criteria for inclusion in the National Register of Historic Places (local significance).

**Building Number:** 48

**Building Name:** Domestic Utilities **Address:** 507 Westlake Avenue N.

Plat/Block/Lot: D. T. Denny's 1st Add, Block 93, Lot 6

Date Built: 1925

Eligibility: Recommended Not Eligible NRHP





Description of Physical Appearance: The Domestic Utilities Corp. building is a two-story brick building constructed in 1925. It is a typical retail structure with relatively ornate (compared to nearby buildings) terra cotta detailing. The ground-floor storefronts have been extensively modified with new cladding, windows, and doors. The upper-floor windows and brick cladding remain intact, as do the transom windows on the first floor.

**Statement of Significance:** The original use of this structure is unknown. By 1937 the building housed the Domestic Utilities Corp. (Polk 1937), which remained in the building through 1944 (Polk 1943/44). In 1948/49, the building contained Garrett M. Lowman & Associates manufacturing, and the Peerless Electric Supply Corp. (Polk 1948/49). The building now houses the Antique Distributors. This is the most elaborate of the three warehouse buildings in this block of Westlake, but has been extensively modified on the ground floor with new cladding and entries. The property does not appear to meet eligibility criteria for inclusion in the National Register of Historic Places.

**Building Number:** 49

**Building Name:** Pure Milk Dairy **Address:** 515 Westlake Avenue N.

**Plat/Block/Lot:** D. T. Denny's 1<sup>st</sup> Add, Block

93, Lot 4-5

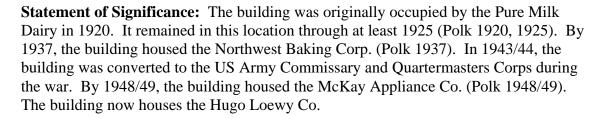
Date Built: 1920

Eligibility: Recommended Not Eligible NRHP

#### **Description of Physical Appearance:**

The Pure Milk Dairy is a two-story concrete

structure built in 1920. It is a simple brick-faced warehouse. The lower floor has been extensively altered, with new tile on the bulkhead and surrounding the first-floor windows, aluminum doors, and aluminum windows. Vertical board covers the transom windows. The upper floor exhibits the original yellow brick cladding and wood windows. The building is somewhat deteriorated.



The Pure Milk Dairy is characteristic of the brick warehouse style of the Westlake corridor, but has been extensively modified in the form of new cladding, windows, and



doors. The property does not appear to meet eligibility criteria for inclusion in the National Register of Historic Places.

**Building Number: 51** 

Building Name: William O. McKay Ford

Dealership

**Address:** 609 Westlake Avenue N.

Plat/Block/Lot: Lake Union Shorelands Add,

Block 78, Lot 6

**Date Built:** 1922, 1925

Eligibility: Determined Eligible, NRHP

### **Description of Physical Appearance:**

The two older buildings that contribute to this



property's NRHP eligibility include the showroom and the garage. The one-story showroom building, with its ornate terra cotta cladding and elaborate carved wooden entrances, is located on the northwest corner of Westlake and Mercer. The two-story sales and garage building to the north is also clad in terra cotta, but is simpler and less exuberant. The windows on the upper floor of this structure are new. Most of the other windows are original or closely resemble the originals. The doors on both buildings are probably new. The large "Lincoln-Mercury" signage, although not original, was removed when the building became a Land Rover dealership.

An addition to the north of the original buildings was constructed within approximately the last 20 years. In 1987, the west portion of the south elevation of the corner building was altered (Tobin 1994). Architects for the remodel were Bittman Vammen Taylor. The corner building has ornate piers with elaborate capitals surrounding the entrance and on the corners of the two primary elevations. There is a cartouche with the head of Abraham Lincoln above the entrance and a "Pacific" sign at 601 Westlake Avenue. The interior of the corner showroom is particularly elaborate with a vaulted ceiling, chandelier, and Ionic columns. The corner building has structural problems due to settlement and is sinking at the southeast corner.

**Statement of Significance:** These two ornate terra cotta buildings are fine examples of an early automobile dealership operation. These are among the few remaining buildings of this type or level of architectural quality. They have made a major visual statement at this busy intersection since their construction. The original two-story structure was a Ford auto sales and garage building constructed by E. F. Sweeney in 1922 (Tobin 1994). The corner building was built in 1925 for William O. McKay's sales and service building. The McKay dealership occupied these buildings for many years. This building has been determined eligible for inclusion in the National Register of Historic Places.



**Building Number: 52 Building Name:** Faction

**Address:** 500 Westlake Avenue N.

Plat/Block/Lot: D. T. Denny's 1st Add, Block

94, Lot 8-9

Date Built: 1919

Eligibility: Recommended Not Eligible

**NRHP** 

## **Description of Physical Appearance:**

The Faction building is a three-story concrete block building likely constructed in the 1940s or 1950s. The King County Assessor's data indicates the building was constructed in 1919 but this date is not consistent with concrete block construction or the style of the building. It is on a corner lot and is rounded on the corner in a style reminiscent of Art Moderne. The building, awning, marquee, and windows all follow this curvilinear line. The building is currently undergoing remodeling work to convert former retail space to restaurant space. It has new cladding, aluminum windows, and aluminum doors, as well as decorative metal flashing around the windows and roof line. The form of the building and its windows and doors all suggest a 1950s-1960s construction date and/or remodel.

**Statement of Significance:** This building has been altered with new cladding, awnings, decorative treatments, and perhaps the marquee. Its character is quite different from the brick and concrete warehouse-style buildings that make up the majority of the Westlake corridor. The interior is undergoing significant changes in the conversion of the building to a restaurant, and has new windows, cladding, and doors. The property does not appear to meet eligibility criteria for inclusion in the National Register of Historic Places.

**Building Number: 54** 

**Building Name:** Clements & Rice Building

Address: 536 Westlake Avenue N.

**Plat/Block/Lot:** D. T. Denny's 1<sup>st</sup> Add, Block

94, Lot 13-14 Date Built: 1920

**Eligibility:** Recommended Not Eligible

**NRHP** 

## **Description of Physical Appearance:**

The Clements & Rice Building is a three-story

concrete structure that was built in 1920. The form, cladding, windows, and doors all suggest a complete remodel sometime in the 1950s or 1960s, with pebbled stucco cladding, aluminum windows and doors, and tinted glass. The only portion of the building that appears to be original is a narrow five-story structure on the building's southeast corner, which has a garage entrance on the ground floor. The windows on this structure have been blocked in and the structure does not appear to be in use; the roll-up garage door may be original. However, the newer building surrounds this older structure and it is only visible from the rear of the building.



**Statement of Significance:** The original use of the Clements & Rice Building is unknown. By 1937 it was occupied by the Benjamin Franklin Thrift Store (Polk 1937). In 1938, the building housed Horluck's Westlake Center conference facilities (Polk 1938). By 1940, the building contained Northwest Church Publications (printers), and Community Printers (Polk 1940). By 1944, Bekins Moving and Storage occupied the building and remained into the 1950s (Polk 1943/44, 1948/49, Sanborn Insurance Co. 1951).

The building has been almost completely remodeled; the only remaining original structure has been surrounded by new construction and is no longer a visible part of the building. The structure lacks integrity and is not significant for any historic associations. It does not appear to meet eligibility criteria for inclusion in the National Register of Historic Places.

**Building Number: 56** 

**Building Name:** Brace Lumber

**Address:** 965 Valley St.

Plat/Block/Lot: Lake Union Shorelands Add,

Block 77, Lot 1-4 **Date Built:** 1935

Eligibility: Recommended Eligible NRHP,

criterion "a"

**Description of Physical Appearance:** The Brace Lumber building is a one-story wood frame building constructed in 1935. It is an



example of a typical gabled warehouse industrial structure. It has horizontal wood siding and has been altered by the installation of new aluminum windows on the north and east elevations. The entrances have also been changed and in some cases boarded up. The roof line has a stepped parapet similar to other buildings in the project area.

**Statement of Significance:** This wood frame structure is the only remaining building from the Brace & Hergert Lumber Mill, originally founded in 1882 as the Lake Union Lumber & Manufacturing Company (Tobin 1994). It became the largest mill operation on Lake Union. The mill was built on part of David Denny's original claim, and Denny purchased the mill in 1884 and operated it as the Western Mill until 1885. In 1889, he erected a new mill with an increased capacity of 100,000 board feet per day. In the same year, the original mill was converted to a door and sash company. A separate planning and lathing mill employed 300 men. The mill was originally located at Westlake and Republican, with the lumber yard on the north side of Mercer.

This building is the only visible remnant of the Brace Lumber mill. The warehouse was built in 1935, following a fire that destroyed the company's plant buildings. The building is significant for its association with David Denny, and with early lumber operations in Seattle in general and the Lake Union area in particular. Despite some modifications and deteriorating condition, the building appears to meet eligibility criteria for inclusion in the National Register of Historic Places under criterion "a" for its association with lumber manufacturing.

**Building Number: 57** 

**Building Name:** Auto Service **Address:** 630 Westlake Avenue N.

Plat/Block/Lot: Lake Union Shorelands Add,

Block 77, Lot 1

**Date Built:** 1930 and 1948

Eligibility: Recommended Not Eligible NRHP

**Description of Physical Appearance:** These two structures are each one-story buildings, one of wood frame built in 1930 and a concrete



garage built in 1948. There is another one-story concrete block structure on the property of an unknown construction date, similar in form to the wood frame structure. All of the buildings are in deteriorating condition and have been extensively modified by changes to cladding (vinyl and wood siding), as well as removal of all windows and several doors. Remains of gas pumps are still visible on the property.

**Statement of Significance:** The original use of theses structures is unknown. The 1930 structure was the Roy Street Café in 1937 (Polk 1937). The building went through a series of ownership changes in the 1940s and 1950s but remained a restaurant (Polk 1938, 1940, 1943/44, 1948/49, Sanborn Insurance Co 1951). The concrete structure was McKale's gas station in the 1930s and 1940s. Sanborn Insurance Maps from 1951 show the restaurant, the concrete block structure as a gas station, and the concrete garage as a service station.

The buildings are deteriorating and have no architectural or historic significance. They have been extensively modified through the addition and/or removal of cladding, windows, and doors. They do not appear to the meet eligibility criteria for listing in the National Register of Historic Places.

**Building Number: 58** 

**Building Name:** Jet City Flooring

Address: 900 Roy St.

Plat/Block/Lot: Lake Union Shorelands Add,

Block 81, Lot 1 **Date Built:** 1941

Eligibility: Recommended Not Eligible NRHP

#### **Description of Physical Appearance:**

Jet City Flooring is a one-story brick building constructed in 1941. One set of windows on

the west elevation has been replaced; otherwise windows appear to be original. The garage door on the south elevation appears to be new. Awnings are also new.

**Statement of Significance:** The original use of this structure is unknown. No listings could be found in city directories. The building does not exhibit any noteworthy architectural detail nor is it significant for any historic associations. It has been modified with new



windows and a new garage door. The property does not appear to meet eligibility criteria for inclusion in the National Register of Historic Places.

**Building Number: 59** 

**Building Name:** Outback Restaurant **Address:** 707 Westlake Avenue N. **Plat/Block/Lot:** Lake Union Shorelands,

Block 81, Lot 2-3 **Date Built:** 1914

Eligibility: Recommended Not Eligible NRHP

## **Description of Physical Appearance:**

The Outback Restaurant is a two-story brick building constructed in 1914. The building has

been extensively modified with the addition of new stucco cladding, new windows and awnings, and a modified entry. None of the historic building fabric remains visible.

**Statement of Significance:** The original use of this structure is unknown. In 1925 the building housed the Handy Tire Shop (Polk 1925), and in 1930 the John H. Johnson Tire Shop (Polk 1930). By 1943/44 the building contained the Green Tavern (Polk 1943/44). Sanborn Insurance maps from 1951 show the building as an auto sheet metal shop and printing business (Sanborn Insurance Co. 1951). The conversion to the Outback Restaurant occurred within the last five years.

The property has been extensively modified and no longer retains historic integrity. It does not appear to meet eligibility criteria for inclusion in the National Register of Historic Places.

**Building Number: 62** 

**Building Name:** Kraft Cheese Co.

**Address:** 1000 Mercer St.

**Plat/Block/Lot:** D. T. Denny's 1<sup>st</sup> Add, Block

104, Lot 5-6 **Date Built:** 1926

Eligibility: Recommended Not Eligible NRHP

#### **Description of Physical Appearance:**

The Kraft Cheese Co. building is a two-story brick and concrete block structure built in

1926. The building has been extensively altered with new stucco cladding, aluminum windows and doors, and a large awning sign that wraps around the south and west sides of the building. The original brick is still visible on the rear (north) elevation. The building has large picture-pane windows across two sides and a garage entry to underground parking on the west side. Some of the upper-story windows have been blocked in.

**Statement of Significance:** The original use of the structure is unknown, although it was likely built for the Kraft Cheese Co. which occupied the building from the late 1930s



through the 1950s (Polk 1937, 1938, 1940, 1948/49, Sanborn Insurance Co. 1951). Although the continuous use of this building by a well-known firm makes this building interesting historically, it has been extensively modified with new cladding, windows, and entries, and has lost all historic integrity. It currently houses West Marine, a marine supply store. The property does not appear to meet eligibility criteria for inclusion in the National Register of Historic Places.

**Building Number: 64** 

**Building Name:** Far Fetched Furniture

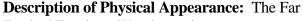
Warehouse

**Address:** 1001 Mercer St.

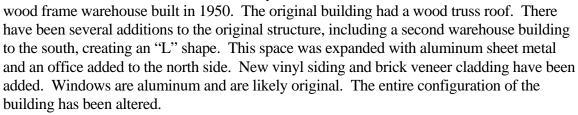
Plat/Block/Lot: D. T. Denny's 1<sup>st</sup> Add, Block

103, Lot 11-14 **Date Built:** 1950

**Eligibility:** Recommended Not Eligible NRHP



Fetched Furniture Warehouse is a one-story



**Statement of Significance:** The original use of the property is unknown. In 1951 the property is listed as a lumber and roofing material warehouse (Sanborn Insurance Co. 1951). The office on the north side is shown on the 1951 maps, but not the building to the south. The original building has been greatly modified though numerous changes to plan and cladding and no longer reflects historic integrity. The property does not appear to meet eligibility criteria for inclusion in the National Register of Historic Places.

**Building Number: 65** 

**Building Name:** Ivar's Commissary **Address:** 500 Terry Avenue N.

Plat/Block/Lot: D. T. Denny's 1st Add, Block

103, Lot 8-10 **Date Built:** 1950

Eligibility: Recommended Not Eligible

**NRHP** 

ar's Commissary building is a one-story

**Description of Physical Appearance:** The Ivar's Commissary building is a one-story concrete building constructed in 1950. A large brick chimney projects from the roof. Windows are glass block, steel, and aluminum in the west elevation and aluminum on the north elevation. Also in the north elevation are three garage bays for truck loading and



unloading. The entry on the west elevation has a rounded awning that is likely original. The south elevation is devoid of any features.

**Statement of Significance:** This building was originally an egg sorting and shipping facility (Sanborn Insurance Co. 1951). The building does not exhibit any noteworthy architectural detail, with the exception of the glass-block windows that are uncommon in this type of building. Other windows have been modified. The property does not appear to meet eligibility criteria for inclusion in the National Register of Historic Places.

**Building Number: 66** 

**Building Name:** Rich Lumber Co. **Address:** 410 Terry Avenue N.

**Plat/Block/Lot:** D. T. Denny's 1<sup>st</sup> Add, Block

102, Lot 7

**Date Built:** 1929

**Eligibility:** Recommended Not Eligible NRHP

**Description of Physical Appearance:** This structure is a two-story wood frame building constructed in 1929. It has been altered



considerably with brick at the entrance and the possible addition of the second floor. The cladding on the south elevation is also new, likely related to the removal of the adjacent structure sometime in the last ten years. It appears that the street level on Terry Avenue has been filled since the building was constructed; the original garage door is only partially above street level today.

**Statement of Significance:** This structure housed the Rich Lumber Co. in the 1930s and 1940s (Tobin 1994, Polk 1930, 1937, 1940, 1943/44). By 1948/49 the building contained the Seattle Hardwood Floor Co (Polk 1948/49) and was a plywood ware house in 1951 (Sanborn Insurance Co. 1951). This building holds an important place in the history of the lumber industry in South Lake Union. However the structure has been greatly modified to the point where it no longer reflects its historic significance. The property does not appear to meet eligibility criteria for inclusion in the National Register of Historic Places.

**Building Number: 68** 

Building Name: Northern Pacific Freight

Depot

**Address:** 970 Thomas Street

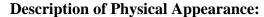
Plat/Block/Lot: D. T. Denny's 5<sup>th</sup> Add, Block

96, Lot 1-6

Date Built: 1914

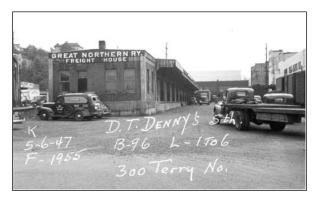
Eligibility: Recommended Not Eligible

NRHP, Possible SL



This building is a one-story reinforced concrete and brick building constructed in 1914.





It has been remodeled several times. Portions of the original brick storage shed are visible on the north and south elevations and on the northernmost and southernmost walls of the east and west elevations. The majority of the east and west elevation is concrete block where the original cargo bays have been filled. Two new entrances have been constructed on Terry Avenue, which feature hipped roof entryways. There is

also a new entrance on the west elevation. The canopy on Thomas Street has also been added. The door and gate on Thomas Street are older and possibly original. Old-style streetlights and bricks have been placed around the building. The wrought-iron fencing along Terry Avenue has also been added. New windows are found on the south façade and parts of the west façade. Sanborn Insurance maps indicate that the building had wire glass windows and iron shutters in the 1950s, which have since been removed.

Statement of Significance: This simple building was originally constructed as the Northern Pacific freight depot. It continued to serve this function through at least the 1950s. This building's significance derives from its history rather than its architecture. In November 1909, the City of Seattle granted a franchise to the Northern Pacific Railway for a belt line around Lake Union (Tobin 1994). At the same time, the railroad planned the construction of a freight station on Terry Avenue between Republican and Thomas Streets. It was complete in 1914 and used by the Northern Pacific Railway as a freight distribution depot that replaced Fremont Station. In the 1930s, it was also used by the Great Northern Railway. It was remodeled in 1973 and opened as the Terry Avenue Freighthouse Restaurant. At that time, three railroad cars were placed alongside the building. Most recently is has been used as a caterer's offices and deli. Its current use is unknown.

Although this building is significant for its association with early transportation and industry in the South Lake Union area, it has been extensively modified and does not retain historic integrity. The property does not appear to meet eligibility criteria for inclusion in the National Register of Historic Places. However, it may be of interest as a City of Seattle Landmark.

**Building Number: 70** 

**Building Name:** Kelly Goodwin Hardwood

**Address:** 310 Terry Avenue N.

Plat/Block/Lot: Denny's 5<sup>th</sup> Add, Block 101,

Lot 9-10

Date Built: 1914

Eligibility: Recommended Eligible, NRHP,

criterion "c"

#### **Description of Physical Appearance:**



The Kelly Goodwin Hardwood building is a two-story brick building constructed in 1914. The building's pattern of piers and industrial multi-paned wood windows is noteworthy. These windows are on the second floor of the front (west) elevation. The first-floor entrances have been altered on the west elevation; three out of four are covered with vertical board and two have small wood doors. The building has simple ornamentation above the windows and a contrasting brick pattern between the first and second floors. It has also been braced for seismic resistance. The ornamental parapet contributes to the building's character and reflects Buildings 46 and 20.

**Statement of Significance:** The Kelly Goodwin Hardwood building is one of the older, more intact warehouse buildings in the Terry/Westlake area. It has distinctive windows and roofline. It relates to the nearby Crawford Furniture building, the Larned Apartments, and other brick warehouse buildings in the area. It was built for C. A. Philbrick by the Washington Construction Co. It housed the Kelly Goodwin Hardwood company for many years. Dexter Cabinet Works was also located here in the 1930s (Tobin 1994). It was remodeled in 1974-76 to an office/home furnishing center by architect Evvian Willis.

The building is a well-preserved example of a brick warehouse from the early years of the 20<sup>th</sup> century. The property appears to meet eligibility criteria for inclusion in the National Register of Historic Places under criterion "c".

**Building Number:** 71

**Building Name:** Bio Rad Laboratories

Address: 1000 Thomas Street

Plat/Block/Lot: Denny's 5<sup>th</sup> Add, Block 101,

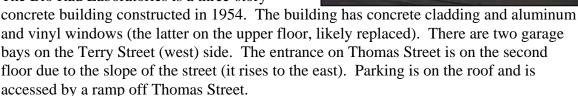
Lot 7-8

**Date Built:** 1954

Eligibility: Recommended Not Eligible NRHP

#### **Description of Physical Appearance:**

The Bio Rad Laboratories is a three-story



**Statement of Significance:** The original use of this building is unknown. The building does not exhibit any noteworthy architectural detail, nor is it significant for any historic associations. The property does not appear to meet eligibility criteria for inclusion in the National Register of Historic Places.



**Building Number: 72** 

**Building Name:** Fred Rogers Building

**Address:** 200 Terry Avenue N.

Plat/Block/Lot: Denny's 5<sup>th</sup> Add, Block 100,

Lot 7-12

**Date Built:** 1954

Eligibility: Recommended Eligible, NRHP,

criterion "c"

## **Description of Physical Appearance:**

The Fred Rogers Building is a three-story concrete building construction in 1954. The windows on the north, south, and west elevations are multi-paned steel frames and are likely original. There are five loading bays on the Terry Avenue (west) elevation. There are entrances on the Terry and Boren Avenue sides. The building is only two stories on the Boren Avenue side, due to the slope. Windows on the east elevation have been replaced.

**Statement of Significance:** The original use of this building is unknown. The building currently houses storage and practice space for the Seattle Opera. It is a relatively intact example of a concrete warehouse from this era, constructed with tilt-wall construction methods. The property appears to meet eligibility criteria for inclusion in the National Register of Historic Places under criterion "c".

**Building Number:** 73

**Building Name:** Seattle Commercial Sign

**Address:** 971 Thomas Street

**Plat/Block/Lot:** D. T. Denny's 5<sup>th</sup> Add, Block

97, Lot 1-2

Date Built: 1926

**Eligibility:** Recommended Not Eligible NRHP

#### **Description of Physical Appearance:**

The Seattle Commercial Sign building is a one-

story brick building constructed in 1926. It has no ornamentation and no cornice. It features steel-framed, multi-paned windows that are mostly intact. A few windows have a newer central aluminum portion. It also has a new aluminum door at the entrance on Thomas Street. The south Terry Avenue entrance has been boarded over.

**Statement of Significance:** The original use of this building is unknown. By 1930, the building housed the Goodyear Tire & Rubber Company as well as the Ashwell-Twist Co., heating contractors (Polk 1930). The Ashwell Twist Company was joined by Abbott Laboratories wholesale drugs by 1940 (Polk 1940). Sanborn maps from 1951 show these two companies still present. The building does not contain any noteworthy architectural details, nor does it have any historic significance. The property does not appear to meet eligibility criteria for inclusion in the National Register of Historic Places.



**Building Number: 74** 

Building Name: City Transfer Co. Building

**Address:** 219 Terry Avenue N.

Plat/Block/Lot: Denny's 4<sup>th</sup> Add, Block 97,

Lot 3-4

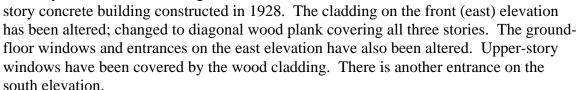
Date Built: 1928

Eligibility: Recommended Not Eligible

**NRHP** 

## **Description of Physical Appearance:**

The City Transfer Co. Building is a three-



**Statement of Significance:** This building housed the City Transfer & Storage Co. from 1930 into the 1950s (Polk 1930, Polk 1937, Polk 1938, Polk 1943/44, Sanborn Insurance Co. 1951). It has also housed the Armstrong Engineering Corp. (Polk 1940), Service Station Equipment (Polk 1940), and Kelite Products (Polk 1943/44, 1948/49). The building does not exhibit any noteworthy architectural details and has been greatly modified. The property does not appear to meet eligibility criteria for inclusion in the National Register of Historic Places.

**Building Number: 75** 

**Building Name:** 47 Productions **Address:** 201 Terry Avenue N.

**Plat/Block/Lot:** Denny's 5<sup>th</sup> Add, Block

97, Lot 5-6 **Date Built:** 1951

Eligibility: Recommended Not Eligible

**NRHP** 

#### **Description of Physical Appearance:**

The 47 Productions building is a one- and two-story concrete block structure built in 1951. The building is one story on Terry Avenue N. and two stories in the alley to the west, due to slope. There are some original steel framed multi-paned windows on the south and west elevations. The rest of the windows and door have been replaced with aluminum. There are two garage bays on the west elevation and one on the east elevation, as well as a loading dock. The entrance on the south elevation is probably original.

**Statement of Significance:** The original use of this building is unknown. The building lacks any architectural or historic significance. It currently serves as warehouse space. Modifications to windows and doors detract from the building's integrity. The property



does not appear to meet eligibility criteria for inclusion in the National Register of Historic Places.

**Building Number: 76** 

**Building Name:** Martin-Perry Building

**Address:** 975 John Street

Plat/Block/Lot: Denny's 5<sup>th</sup> Add, Block 98,

Lot 1-2

Date Built: 1923

Eligibility: Recommended Not Eligible

**NRHP** 

#### **Description of Physical Appearance:** This

office building is a two-story masonry building constructed in 1923. It has been extensively altered, with the addition of pressed wood paneling, new windows, and new entries. A brick chimney projects from the roof. The main entrance on John Street is surrounded by stone veneer.

**Statement of Significance:** This building originally housed the Martin-Perry Corp. (auto bodies) (Polk 1925). By 1937, it contained the National Lead Co. paint manufacturers, who remained in the building through the mid-1940s (Polk 1937, 1940, 1943/44). By 1948/49, the building housed the Colotyle Corp. (building materials) and the Tyle-Bord Co. (also building materials) (Polk 1948/49). Sanborn maps indicate the building was a plastic wall board warehouse in 1951 (Sanborn Insurance Co. 1951). The building has been extensively modified with new cladding, windows, and entries, and does not exhibit any noteworthy architectural detail. The property does not appear to meet eligibility criteria for inclusion in the National Register of Historic Places.

**Building Number: 77** 

**Building Name:** Brunswick Building

**Address:** 124 Terry Avenue N.

Plat/Block/Lot: Gangloff's Add, Block 99,

Lot 11-12

Date Built: 1925

Eligibility: Recommended Not Eligible

**NRHP** 

## **Description of Physical Appearance:**

The Brunswick building is a five-story concrete building constructed in 1925. It

retains many of the original steel frame multi-pane windows, although some have been replaced. There has been an addition to the roof to accommodate more office space (fifth story). This addition is vinyl-sided with metal windows and doors and accommodates parking (accessed from Boren Avenue). There are several loading docks on the Terry Avenue side.



Statement of Significance: This building originally housed the Brunswick-Balke-Callendar Company, billiard table and bowling alley suppliers (Polk 1925). By 1937, the building housed the Acme Press of Seattle and the Dogwood Press, printers and publishers (Polk 1937, 1938, 1940). In 1943/44 the building contained Richardson & Holland Inc. bakers and soda fountain supplies (Polk 1943/44, 1948/49). By 1951 the building was the Bon Marche Department Store. The building currently houses Dawn Foods. The building is a somewhat rare example of a large concrete and steel warehouse building from the 1920s. However, many of the windows have been replaced and the roof and entries have been altered with the addition of the fifth story. This detracts from the building's integrity. The property does not appear to meet eligibility criteria for inclusion in the National Register of Historic Places.

Building Number: 79 Building Name: 630 Boren Address: 630 Boren Avenue N.

Plat/Block/Lot: Denny's 1st Add, Block 106,

Lot 11-12

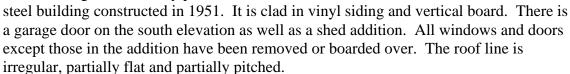
Date Built: 1951

Eligibility: Recommended Not Eligible

**NRHP** 

#### **Description of Physical Appearance:**

This building is a one-story pre-fabricated



**Statement of Significance:** The original use of this structure is unknown. It is currently used for storage for Close Enough Engineering. The building has no architectural or historic significance. The property does not appear to meet eligibility criteria for inclusion in the National Register of Historic Places.

**Building Number: 81** 

**Building Name:** Ford Assembly Plant

**Address:** 700 Fairview Ave N.

Plat/Block/Lot: D. T. Denny's 2<sup>nd</sup> Add,

Block 1, Lot 1-12 **Date Built:** 1914

Eligibility: Recommended Eligible, NRHP,

criteria "a" and "c", Listed SL

**Description of Physical Appearance:** The Ford Assembly Plant is a five-story concrete building constructed in 1914. Exterior walls



are 6-inch concrete with brick cladding on the north and west elevations. The large steel



Ford Assembly Plant (March 2, 1934) Courtesy Seattle Municipal Archive (orig. 8575)

sash windows were used to maximize the amount of light coming into the building. Operating windows are a combination of pivoting and double-hung. Each large window has four vents on the upper and lower sash.

The treatment of the exterior reflects two different functions: the showroom side (north and west elevations) and the service side (south and east elevations). There is no decoration on the service side and the concrete is painted. The 1934 photograph shows the extensive venting system on the south elevation. On the street and showroom side, the concrete is clad with decorative brick and tile work. Brick piers emphasize the building's verticality and the terra cotta tile on the cornice and spandrels

accents its horizontality, giving the building a massive, monumental quality. The steel sash, multiple-paned windows add a lacy, graceful quality to the building. The top windows are in wide arched openings crowned by a belt course of terra cotta. Some of the windows and original entries have been replaced and/or bricked over.

The building to the south was constructed at the same time as the assembly plant. It is also brick with terra cotta details and has similar style windows. A train track ran between the two buildings.

**Statement of Significance:** This building was the first of the Ford Motor Company's regional assembly plants. It was designed by the prominent Seattle architect John Graham Sr., a well-known Seattle architect who also designed the Exchange Building, the Bon Marche, the Dexter Horton Building, Providence Hospital, the Roosevelt Hotel, Frederick & Nelson, and many others. He designed over 30 assembly plants for Ford.

The plant is one of the earliest reinforced concrete structures in Seattle. This is also the earliest of a group of regional assembly plans built by the Ford Motor Company located at strategic trade centers throughout the U.S. Ford's basic approach was to manufacture near the sources of supply and assemble near the point of distribution. Seattle's plant was the prototype. The building was designed so that the assembly line started at the top of the building and worked its way down. The plant had a capacity of 125 cars daily (Tobin 1994).

In 1932 the Ford Motor Company moved to a new facility on Marginal Way. In 1935, the W. P. Fuller Co., manufacturer and distributor of paints, varnishes, oil and glass, purchased the building. The Fuller Company changed the loading and storage facilities of the building's exterior. John Graham Sr. also supervised the 1935 remodel. Craftsman Press occupied the building from the 1960s to the 1990s. It has since been occupied by Shurgard Storage.

The building has architectural and historic significance and is recommended eligible for inclusion in the National Register of Historic Places under criteria "a" and "c".

**Building Number: 87** 

**Building Name:** Fred Hutchinson **Address:** 1000 Fairview Avenue N.

Plat/Block/Lot: Denny's 2<sup>nd</sup> Add, Block 3,

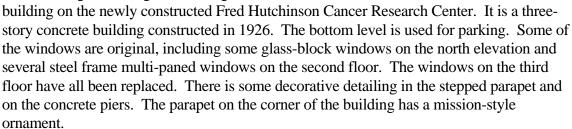
Lots 1-4, 11-12 **Date Built:** 1926

Eligibility: Recommended Not Eligible

**NRHP** 

## **Description of Physical Appearance:**

This building is the single remaining historic



**Statement of Significance:** Although the original use of the building is unknown, the Wright Baking Co. occupied the building in the 1930s through the 1950s (Polk 1938, 1943/44, 1948/49, Sanborn Insurance Co. 1951). This building has undergone modification in the form of new windows and doors. It does not display any noteworthy architectural details, nor does it have any historic significance. The property does not appear to meet eligibility criteria for inclusion in the National Register of Historic Places.

**Building Number: 91** 

**Building Name:** Ernst Hardware **Address:** 224 Westlake Avenue N.

Plat/Block/Lot: D. T. Denny's 5<sup>th</sup> Add, Block

97, Lot 11

Date Built: 1928 (remodeled 1965)

Eligibility: Recommended Not Eligible NRHP

Description of Physical Appearance: The Ernst Hardware building is a four-story pilastered concrete structure built in 1926. The four stories are higher than most of the surrounding buildings. The building was been dramatically altered, particularly on the first floor. It is simple in detail, with a medallion of "1928" on the pediment. The distinctive roofline has a stepped parapet. The arched



storefront bays have been faced with brick and are out of keeping with the building's simple, industrial character. The entry has been replaced and paneled in wood. The metal upper windows appear to date from the 1965 remodel. Elaborate murals are painted on the north, south, and west walls, reflecting its current use as the Athletic Supply store.

**Statement of Significance:** The building is noteworthy for its height, but has sustained numerous alterations that have greatly changed its character. The structure initially housed Ernst Hardware (Polk 1930). The Seattle Mercantile Co. (grocers) occupied the building from 1938 to 1940 (Polk 1938, 1940). By 1943/44, the US Department of Commerce Civil Aeronautics Administration, Alaska Division had taken up residence, perhaps related to the war effort. By 1948/49, the building contained Parke Davis & Co. wholesale druggists.

The Ernst Hardware Building has been extensively altered with new windows, storefronts, and main entry, and no longer retains historic integrity. It does not appear to meet eligibility criteria for listing in the National Register of Historic Places.

**Building Number:** 92

**Building Name:** Palmer Supply **Address:** 222 Westlake Avenue N. **Plat/Block/Lot:** D. T. Denny's 5<sup>th</sup> Add,

Block 97, Lot 10 **Date Built:** 1923

Eligibility: Recommended Not Eligible,

**NRHP** 

## **Description of Physical Appearance:**



This building is a one-story brick structure built in 1923. The front elevation has been completely altered with new cladding (diagonal wood plank), new windows (large aluminum picture panes), doors (double metal doors) and awnings. The original brick fabric is no longer visible. The rotating sign is a more recent addition.

**Statement of Significance:** This structure was initially the home of the Palmer Supply Co. (wholesale plumbing supplies), which occupied the building from its construction through at least 1951 (Polk 1925, 1930, 1937, 1940, 1943/44, 1948/49, Sanborn Insurance Co. 1951). Fox's Tire Shop was also in the building in 1925 (Polk 1925).

The building has been extensively altered with new cladding, windows, signs, and awnings. It no longer retains historic integrity, and does not appear to meet the eligibility criteria for listing in the National Register of Historic Places.

**Building Number: 93** 

**Building Name:** O'Reilly Signs **Address:** 202 Westlake Avenue N.

Plat/Block/Lot: D. T. Denny's 5<sup>th</sup> Add, Block 97, Lots 7, 8, 9

**Date Built:** 1947

Eligibility: Recommended Not Eligible NRHP

#### **Description of Physical Appearance:**

O'Reilly Signs is a one-story concrete block building constructed in 1947. There are two distinct parts of this building: the one-story concrete block structure to the south and separate pilastered concrete structure to the north. The southern building is the primary structure, and is nondescript with aluminum windows and no architectural detail. The



northern structure has aluminum picture-pane windows across the front and brick veneer cladding at ground level. There is metal flashing at the roof line.

**Statement of Significance:** The original use of this structure is unknown. By 1951, it housed a plumbing supply store and may have been associated with Palmer Supply in Building #92 next door. The building does not exhibit any significant architectural detail or historic associations, and does not appear to meet eligibility criteria for listing in the National Register of Historic Places.

**Building Number: 95** 

**Building Name:** Grange Cooperative

**Address:** 1104 Mercer Street

Plat/Block/Lot: Denny's 1st Add, Block 106,

Lot 7-10

Date Built: 1946

Eligibility: Recommended Not Eligible,

**NRHP** 

## **Description of Physical Appearance:**

The Grange Cooperative is a one-story brick



and concrete block structure built in 1946. There are two buildings on this property. The northernmost building is constructed of concrete block and has no features other than several loading bays. The southern building, likely the original structure, is constructed of brick and has a rounded rectangular form reminiscent of Art Moderne style. It has original steel-frame multi-pane windows and brick and stucco cladding. The main door on Mercer Street is recessed into a rounded entry and covered by a small metal awning.

**Statement of Significance:** The original use of this building is unknown. By 1951, it housed the Grange Cooperative, a general merchandise warehouse that also sold farm implements and paint (Sanborn Insurance Co. 1951). The curvilinear form and decorative cladding are noteworthy. However, this building does not have any particular significance and does not appear to meet the eligibility criteria for listing in the National Register of Historic Places.

**Building Number: 96** 

**Building Name:** Far Fetched Import

Furniture Showroom

**Address:** 1119 Mercer Street

**Plat/Block/Lot:** Denny's 1<sup>st</sup> Add, Block

107, Lot 1-2 **Date Built:** 1946

Eligibility: Recommended Not Eligible

**NRHP** 



**Description of Physical Appearance:** The Far Fetched Furniture showroom is a two-story concrete (reinforced and block) building constructed in 1946. A brick chimney projects from the roof. The original steel windows are still present in the north and west elevations. The eastern portion of the building was added sometime after the 1950s. It has large picture pane windows across the primary façade on Fairview Avenue.

**Statement of Significance:** The original use of the building is unknown. By 1951, the building housed a cabinet finishing shop and a fixtures store (Sanborn Insurance Co. 1951). The corner of the parcel contained a gas station, where the existing corner parking lot is now located. The rear building (to the south) was the cabinet shop. The building dos not exhibit any noteworthy architectural details, although the original structure appears to be mostly intact. The building does not have any historic significance, and the property does not appear to meet the eligibility criteria for listing in the National Register of Historic Places.

**Building Number: 97** 

**Building Name:** Ducky's Office Furniture

**Address:** 526 Boren Avenue N.

**Plat/Block/Lot:** Denny's 1<sup>st</sup> Add, Block

107, Lot 8-14 **Date Built:** 1946

Eligibility: Recommended Not Eligible

**NRHP** 

## **Description of Physical Appearance:**

Ducky's Office Furniture is a one-story



concrete block warehouse building constructed in 1946. Original glass-block windows run along the upper story of the west elevation near the roof line. The flat roof has slightly projecting eaves. There are several garage doors along the west and south elevations. The primary entrance has been moved from Boren Avenue to Mercer Street, and has been altered by a large concrete porch addition with a shed roof. The east elevation has been covered with board and vinyl siding. A spur railroad track that was located along the east side of the building has been removed.

**Statement of Significance:** The original use of the building is unknown. By 1951, the building housed a lumber and building material warehouse (Sanborn Insurance Co. 1951). The building has been modified and does not have any historical significance, and the property does not appear to meet the eligibility criteria for listing in the National Register of Historic Places.

**Building Number: 98** 

**Building Name:** Terry Avenue North **Address:** Thomas to Valley Streets

Plat/Block/Lot: Denny's 1<sup>st</sup> and 5<sup>th</sup> Additions, Lake Union Shorelands Addition

**Date Built:** 1907-1922

Eligibility: Recommended Not Eligible NRHP

**Description of Physical Appearance:** The specific area of Terry Avenue North under consideration consists of four contiguous blocks with remnants of brick paving, rail tracks at the center, and rail spurs in different areas. According to the *Kroll Atlas of Seattle*, the subject blocks are typically 360' long (plus 66' at each intersection), except between Republican and Mercer, where the block is 412.6' long. The right-of-way in these blocks is typically 76' wide, except between Harrison and Republican where it is 71' wide. This variation is obscured by sidewalk treatment.

Between Valley and Mercer there is very little sidewalk; between Mercer and Republican there is a new sidewalk on the northern 90' on the west side, but none south of that, while the east side has intermittent sidewalks, some of which are level with the street and defined only by curb paving. A new sidewalk, ca. 2004, is provided on the full length of the west side between Republican and Harrison, and it features "bulbs" at the center, and north and south ends; the east side has sidewalks at its southern 300+/-'.



Between Harrison and Thomas Streets the sidewalk on the west side, along the former Northern Pacific Depot site (see Building Number 68, has an integral poured curb and exposed aggregate finish, elements that were popular in the 1970s (Presumably this sidewalk dates from the 1974 renovation of nearby Freight House Restaurant.) At the



northeast corner of the intersection of Harrison Street and Terry Avenue North there is a remnant of a continuous steel curb edge, a typical feature in older industrial streets. This is the only location along Terry Avenue North where this detail remains.

Several decorative light standards with historic-style bases, poles, and fiberglass globes, and regularly spaced street trees in the section of the west sidewalk between Harrison and Thomas Streets also appear to

date from the 1970s. In the block to the north, there are new decorative light standards, designed as a contemporary interpretation of a historic standard.

Bricks used in the street paving appear to be a vitrified type typical of paving bricks. They are smooth, hard, very consistent in size, and relatively similar in color, and thus appear to date from the same period. The only dated record is a repaving design drawing of 1922. The original gutter detail utilized three rows of parallel bricks, while the street infill was laid perpendicular to the sidewalk. Several spur lines at and south of Thomas



Street suggest that the bricks between the rails were laid parallel to the track lines.

Subsequently, concrete, asphalt, and what appear to be areas of macadam paving have replaced many areas of brick. The number of pavers remaining as a surface material varies in each block. Between Valley and Mercer Streets an estimated 20% is paved with bricks, primarily on the west side and south end; between Mercer and Republican an estimated 25% is paved with bricks, but brick gutters on the west side, north end have been replaced with concrete paving;

between Republican and Harrison there is approximately 50%, but the west edge has been replaced in part by sidewalk bulbs. Between Harrison and Thomas there is an estimated 70% brick paving. (To the south, there appears to be more brick paved areas and more track rails, but these blocks are outside the project boundary.)

Throughout the blocks, the areas of brick are discontinuous and patched with poured paving, but in the latter block they tend to run in 15+/-' wide strips along the outer edges of the street. There is a consistent strip of remaining rail track down the center of the street. However, the concrete paving that surrounds this track, as well as that between the two rails, has been raised. The rails are not fully visible or operational.

Statement of Significance: Terry Avenue North was developed as an industrial street in the late nineteenth and early twentieth centuries. Paving plans by the City of Seattle Engineering Department for the street, dating from 1922 note brick pavers on Terry Avenue North. A cross-section detail shows brick pavers adjacent to a "car line 720-65" (SDOT). Brick pavers were used as a paving surface because of the presence of railroad tracks and the need to change spur track locations to adjacent buildings. Masonry pavers are typical in older railroad sites, such as freight depot sites south of Seattle's King Street and Union Stations and in Tacoma's Railroad Historic District, and are recalled by the brick pavers in Seattle's Ballard Avenue Historic District. In historic residential areas of the city, there remain some sections of historic paved streets, which utilize what appears to be ballast brick, or stone.

Remains of roads, trials, and railroads are considered as linear sites, and if they retain sufficient integrity and significance they may be treated as linear historic districts. Although the four blocks of Terry Avenue North retain some physical elements that date from the early twentieth century, the brick pavers are currently intact only in small discontinuous sections and do not appear to have sufficient integrity to be listed on the

National Register. The street does not appear to have sufficient historic integrity to recall its early use as a railroad street or its association with the railroad era in Seattle.

#### 5.5.2 Summary of Historic Buildings

In total, fifteen of the sixty-three (63) buildings documented are either listed, have been determined eligible for, or are recommended eligible for inclusion in the National Register of Historic Places (NRHP). All properties eligible for NRHP listing are also considered eligible for Seattle Landmark status. Two additional properties not considered eligible for inclusion in the NRHP due to loss of integrity are listed or may be eligible for Seattle Landmark status. Properties eligible or recommended eligible for inclusion in the NRHP and/or as Seattle Landmarks are summarized in Table 5-2.

Numerous auto-oriented properties are located along Westlake Avenue, many that retain historic integrity and have been individually listed or recommended eligible for inclusion in the National Register of Historic Places. A lack of geographic continuity prevents these properties form forming an eligible historic district. However, these properties could be eligible as a multiple property listing. This type of listing is used to nominate and register thematically-related historic properties simultaneously, or to establish registration requirements for properties that may be nominated in the future.

Table 5-2: Properties Listed, Determined Eligible, or Recommended Eligible for Inclusion in the NRHP

Bldg #	Parcel #	Name	Address	Year Built	Listing Status	NRHP Eligibility Recom- mendation
					NR WHR	
3	659000385	Times Building	414 Olive Way	1916	VVHR SL	N/A
4	659000381	McGraw Square Park	5 <sup>th</sup> /Stewart	1913	SL	Not Eligible
5	659000085	Medical Dental Building	505 Olive Way	1925		Eligible
16	659000710	Western Auto Supply	2004 Westlake Ave	1923		Eligible
17	659000715	West Lake Hotel	2008 Westlake Ave	1907		Eligible
18	659000755	Craftsman Press	2015 8th Ave	1924		Eligible
20	659000740	Larned Apartments	2030 7th Ave	1909		Eligible
22	660000575	Cosmopolitan Motors	2030 8th Ave	1925		Eligible
36	1986200125	Durant Motor Co.	333 Westlake Ave N	1923/1927		Eligible
41	1983200230	Firestone Tire	400 Westlake Ave N	1929		Eligible
47	1983200095	Hemphill School	503 Westlake Ave N	1919		Eligible
51	4088803385	W. O. McKay Ford Dealership	609 Westlake Ave N	1922/1925	E-NR	N/A
56	4088803240	Brace Lumber	965 Valley St	1920/1935		Eligible
68	1986200185	Northern Pacific Freight Depot	970 Thomas St	1912		Not Eligible*
70	1986200450	Kelly Goodwin Hardwood	310 Terry Ave N	1914/1940		Eligible
72	1986200380	Fred Rogers Building	200 Terry Ave N	1954		Eligible
81	1984200035	Ford Assembly Plant	700 Fairview Ave N	1914	SL	Eligible

NR – Listed, National Register WHR – Listed, Washington Heritage Register

E-NR – Determined Eligible, National Register of Historic Places
\* may be eligible as Seattle Landmark

SL - Seattle Landmark

## Chapter 6

## Environmental Consequences and Finding of Effect

#### 6.1 Operation

During streetcar line operation, streetcars, stations, the overhead electrical system, and the new maintenance facility would have potential visual impacts on historic structures. Potential impacts also include noise and vibratory impacts on historic structures, caused by passing streetcars. No adverse impacts on archaeological sites are anticipated during operation.

#### 6.1.1 Visual

The Denny Triangle and South Lake Union areas currently contain a vibrant mix of historic and modern developments. New developments have been designed to fit this historic industrial area's character, using concrete, steel, and other building materials consistent with historic construction. Great opportunity exists in this area to redevelop underused properties while acknowledging and enhancing its historic character. The South Lake Union Streetcar is one such opportunity, re-introducing a historic form of transportation in a manner that reflects modern technology.

The streetcars, stations, overhead electrical system, and maintenance facility would introduce new visual elements to the project area. However, these changes would occur in an established transportation corridor and would not introduce elements inconsistent with the area's current or past commercial nature. Overhead electrical lines are currently present in the form of power lines and Metro trolley lines. The Westlake, Terry, and Fairview corridors all have a long history of streetcar use, so the overhead electrical system, in keeping with the corridor's historic transportation uses, would not cause adverse visual impacts on historic properties along the alignment (Figure 6-1). The *Land Use, Relocation, and Visual Quality Discipline Report* (Parsons Brinckerhoff, 2005a) provides more project simulation examples.

The proposed streetcar stations are of minimal design, intended to blend with the existing streetscape and be as visually transparent as possible. The stations' proximity to and visibility from historic properties is not anticipated to cause adverse visual impacts to historic properties. Table 6-1 shows station locations and their relationships to eligible or potentially eligible historic buildings.

The new maintenance facility is proposed at the corner of Valley Street and Fairview Avenue N. This facility would be across the street from Building 81, the Ford Assembly Plant. Although the facility would be visible from the historic building, it would be consistent in style and scale to the existing structures on the site and would not substantially change the location's visual character. The maintenance facility is not anticipated to cause adverse visual impacts to the Ford Assembly Plant or any other historic property.



Figure 6-1: Streetcar Simulation

#### 6.1.2 Noise and Vibration

The South Lake Union Streetcar is not anticipated to exceed FTA standards for noise and vibration during operation (see the Noise and Vibration Discipline Report, Parsons Brinckerhoff 2005b). Therefore, no adverse noise or vibration impacts to historic properties are anticipated.

Table 6-1: Proposed Stations and Proximity to Historic Properties

Station	Relationship to Historic Properties
Westlake/Olive/Stewart (east side)	Visible from Buildings 3, 5
Westlake/7 <sup>th</sup> /Virginia (west side)	Visible from Buildings 16, 17
Westlake/7 <sup>th</sup> /Virginia (east side)	In front of Building 17
	Visible from Buildings 16, 17, 18, 20
Westlake/9 <sup>th</sup> /Blanchard (west side)	Not visible from any historic properties
Westlake/9 <sup>th</sup> /Denny (east side)	Not visible from any historic properties
Westlake/John (east side)	Not visible from any historic properties
Westlake/John (west side)	Not visible from any historic properties
Westlake/Harrison (west side)	In front of Building 36
	Visible from Buildings 36 and 41
Terry/Harrison (west side)	In front of Building 68 and on Terry Ave (#98)
	(potential City of Seattle Landmark)
	Across street from Building 70
Westlake/Mercer (optional, west side)	Visible from Building 51
Terry/Mercer (optional, west side)	May be visible from Building 56
	On Terry Ave (#98)
Valley/Boren (railbank)	Visible from Building 81
Fairview/Ward (median)	Not visible from any historic properties

## 6.2 Construction

The potential for construction impacts to historic buildings lies in the increased noise and vibration. A portion of the brick pavers on Terry Avenue North (#98) will be removed and replaced with the concrete track slabs. Construction activities also have the potential to disturb subsurface archaeological materials.

Construction activities would cause increases in noise and vibration in the vicinity of historic properties. However, these increases would be temporary and will be minimized through the use of Best Management Practices (*Noise and Vibration Discipline Report*, Parsons Brinckerhoff 2005c). Increased construction noise and vibration are not anticipated to have adverse impacts on historic properties.

For the most part, construction of the streetcar line would be limited to the top 12 to 18 inches of existing pavement and would not impact subsurface materials. Therefore, the

potential to encounter archaeological materials during track construction would be low. However, construction of the maintenance facility, detention pipes, and associated utility relocations would require deeper excavations, possibly up to 15 feet in some areas.

As discussed in Chapter 5, the project area has been subject to a great deal of landform modification, including massive regrading in the Denny Triangle areas and filling of a historic ravine in the Westlake corridor. Lake Union has also been subject to fill and modification of its shorelines. Historic shorelines are further inland today.

As a result of these modifications to historic landforms in the project area, the potential for encountering archaeological materials is of two types: 1) encountering historic fill dating to the late 19<sup>th</sup> and early 20<sup>th</sup> centuries, and 2) encountering earlier and perhaps prehistoric materials below historic fill. The first situation is likely to occur throughout the project area, wherever excavation extends below street level. However, materials encountered in this situation are likely to be disturbed, undifferentiated fill with little potential to inform on patterns in history. Intact sites and/or features are not anticipated.

The second situation is most likely to occur along the historic Lake Union shorelines, primarily north of Republican Street. Excavation in this area could possibly encounter prehistoric archaeological materials. However, the depth of any intact archaeological materials, while not precisely known, is not expected to be within the range of excavation required for the streetcar project.

The criteria of Adverse Effect have been considered for this project, pursuant to 36 CFR 800.5(a). The South Lake Union Streetcar Project would not impact, either directly or indirectly, the characteristics of any historic property that qualify that property for inclusion in the National Register of Historic Places. The project would not diminish the integrity of any property's location, design, setting, materials, workmanship, feeling, or association. It would also have no adverse effect on historic properties.

Chapter 7 Mitigation

## 7.1 Operation

Because no adverse operational impacts are anticipated to occur, no other mitigation measures would be required. The State and City Historic Preservation Officers will be afforded the opportunity to review the designs of the streetcar stations and maintenance facility, in an effort to avoid visual impacts to historic properties.

#### 7.2 Construction

As discussed in the previous section, increased noise and vibration during construction would be minimized through the use of Best Management Practices (BMPs).

Although the brick pavers on Terry Avenue North do not constitute an eligible historic resource, project specifications could include requirements that, to the greatest extent possible, brick pavers be removed intact from Terry Avenue N and delivered to the City of Seattle for potential reuse on a future project.

Although discovery of intact archaeological sites or features is not anticipated, there is a potential to encounter archaeological materials during construction. Testing prior to construction is not recommended for two reasons. First, any deposits present are anticipated to be deeply buried and beyond the recordable depth of test units or hand augers. Secondly, the Initial Site Assessment (ISA) for the project (*Initial Site Assessment for the South Lake Union Streetcar Project*, Parsons Brinckerhoff 2005a) identified the presence of contaminated sites and a high potential for encountering unknown hazardous materials throughout the project area. Because testing is unlikely to yield informative results and because of the presence of contaminated materials, archaeological testing is not recommended.

It is recommended that archaeological monitoring and treatment plans be prepared during final design, once the precise location of the alignment and any accessory work such as utility relocations and detention facility construction are known. This plan should include:

- Research issues specific to the project area
- Notification procedures in case of discovery
- Methodology for evaluation and treatment of any discovered remains, as well as analysis of any recovered materials
- Reporting requirements for monitoring activities and data analysis

Monitoring is recommended for areas where excavations are likely to exceed depths of historic fill, i.e. areas where hunter-fisher-gatherer archaeological remains may be encountered, Discovery procedures should include notification of appropriate parties, authority to stop construction in the area of the discovery, and procedures to evaluate and recover (if necessary) any intact materials.

Because of the known presence of contaminated soils in the project area, the archaeological monitoring and treatment plan should be prepared and executed in

conjunction with plans to identify and contain hazardous materials during construction. Should archaeological materials be encountered in the context of contaminated materials, procedures to protect worker and public safety must take precedence.

## Chapter 8

## Secondary/Cumulative Impacts

Secondary impacts are caused by the project, and are later in time or farther removed in distance but are still reasonably foreseeable. These indirect effects may include growth-inducing effects and other effects related to induced changes in the pattern of land use, population density or growth rate, and related effects on cultural and historic resources.

Cumulative impacts are impacts on the environment that result from the incremental impact of the project when added to other past, present, and reasonably foreseeable future actions, regardless of what agency (federal or non-federal) or person undertakes these other actions. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time (40 CFR § 1508.7).

Population and employment growth are anticipated to occur in the Denny Triangle and South Lake Union areas in the future. Numerous high-density, mixed-use developments are either planned or currently under construction in the project corridor. Changes in land use to accommodate future growth could lead to the destruction of historic properties, as older smaller buildings are removed to make way for larger, higher-density development. However, this growth is expected to be accommodated by, rather than directly caused by the South Lake Union Streetcar. The streetcar is intended to provide transportation connections and help improve mobility for future populations. Adverse secondary impacts are not anticipated to result from the South Lake Union Streetcar project.

Because the project is not anticipated to cause adverse impacts to cultural or historic properties, it would not contribute to cumulative impacts on these properties. Should archaeological materials be disturbed during construction, some loss to these materials could occur. However, this loss would be mitigated by the recovery of information from those materials.

## Chapter 9

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# Appendix A Area of Potential Effect Consultation



U.S. Department of Transportation Federal Transit Administration REGION X Alaska, Idaho, Oregon, Washington

915 Second Avenue Federal Bldg. Suite 3142 Seattle, WA 98174-1002 206-220-7954 206-220-7959 (fax)

Dr. Allyson Brooks, SHPO
Office of Archaeology and Historic Preservation
PO Box 48343
Olympia, WA 98504-8343

Re: Notification of Undertaking and Identification of Area of Potential Effects for the South Lake Union Streetcar Project, City of Seattle

Dear Dr. Brooks,

This letter is to notify you of the Federal Transit Administration (FTA) determination that the South Lake Union Streetcar Project in the City of Seattle, proposed by the Seattle Department of Transportation (SDOT), will be a Federal undertaking. SDOT is preparing a NEPA Documented Categorical Exclusion (DCE), as well as a SEPA Checklist for the South Lake Union Streetcar project. As such, the project is subject to Section 106 of the National Historic Preservation Act of 1966, as amended, and associated implementing regulations 36 CFR 800. Per Subpart A, Section 800.2(a)(3) and 800.2(c)(4) of these regulations, FTA is authorizing SDOT, as an applicant for Federal assistance, to prepare information, analyses, and recommendations regarding Section 106 consultation for this project. The delegated authority to initiate consultation does not extend to making determinations, such as the Area of Potential Effects (APE) or consulting parties.

FTA and SDOT are seeking Washington State Office of Archaeology and Historic Preservation (OAHP) concurrence for the proposed APE for archaeological resources and historic buildings and structures as part of the Section 106 process.

#### PROJECT DESCRIPTION

The proposed South Lake Union streetcar begins in the vicinity of the intersection of Olive Way and 5th Avenue in downtown Seattle (see attached map). It extends north through the Denny Triangle neighborhood and the South Lake Union neighborhood and terminates in the vicinity of Fairview Ave. N and Yale Ave. N. near the Fred Hutchinson Cancer Research Center. The line connects these important destinations with the regional transit hub at Westlake Center, which would be a major connection point for light rail, buses and monorail. The length of the proposed streetcar line is approximately 1.3 miles in each direction (2.6 track miles total).

The proposed streetcar line would operate in two directions on Westlake Avenue between Olive Way and John/Thomas Street, and would operate as a one-way "couplet" on Westlake and Terry Avenue between John/Thomas and Valley Streets. The streetcar would generally operate in mixed flow in an in-street operation. Stations/stops would be provided at corner curb bulbs located within the parking lane. Parking removal is expected to be minimal, as the streetcar would

#### Page 2 of 3

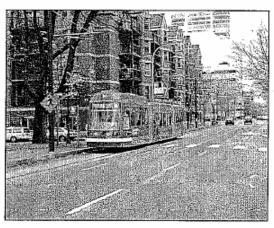
travel in the first travel lane rather than the curb/parking lane for the majority of the proposed alignment.

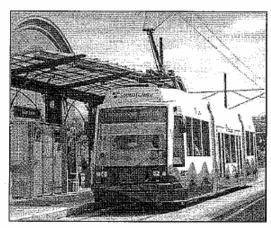
Along Valley Street and Fairview Avenue, the alignment could take advantage of an existing rail bank area between the street and Lake Union, or, on Fairview Avenue, may operate in the street itself.

Stations would be approximately 1000 feet apart, with stops at most major intersections to provide good pedestrian access and connectivity with other transit stops. Stations are currently proposed at:

- Westlake & Olive (terminus)
- Westlake & Virginia
- Westlake & Denny
- Westlake/Terry & John
- Westlake/Terry & Harrison
- Westlake/Terry & Mercer (optional)
- Valley/South Lake Union Park
- Fairview/Yale (terminus)

The project includes construction of an in-street track system for the entire length of the project. This system is expected to be constructed entirely within existing right-of-way and no acquisition is anticipated. The streetcar is powered by an overhead electrical system, similar to those used by electric trolley buses. Vehicles are low floor, articulated cars. Examples of similar technology include the Portland and Tacoma Streetcars (see photos).





A maintenance facility, approximately 9000 square feet, is also planned as part of the project. The candidate location is at the southwest corner of Fairview and Valley Streets on property the City of Seattle owns and/or is in the process of acquiring for another project (see map). The lot for the facility will be approximately 32,000 square feet in size (132 x 240 feet).

#### PROPOSED AREA OF POTENTIAL EFFECTS

#### Archaeological Resources

The construction method for the streetcar track system involves removal of the top 12-18 inches of pavement and replacing it with the rail-embedded concrete slabs. At this depth, only the

#### Page 3 of 3

existing pavement and base course materials will be disturbed. Excavation for the maintenance facility will require approximately 6 feet of excavation for pile construction. Utility relocations and connections will require excavation up to 15 feet in certain areas. The proposed APE for archaeological sites consists of the entire streetcar alignment, the maintenance facility site, and possible additional locations for utility connections and detention pipe installation.

#### Historic Buildings and Structures

It is not anticipated that there will be any direct impacts (i.e. acquisition) of historic buildings or structures. Possible indirect impacts include noise, vibration, change of setting, and visual impacts, both during construction and operation. SDOT proposes that the APE for historic buildings and structures include an area 100 feet from both sides of the street for the entire alignment. This is intended to capture all the buildings along Westlake Avenue between Olive Street and Valley Street, Terry Avenue between John Street and Valley Street, John and Thomas Streets between Westlake and Terry, and Valley Street /Fairview Avenue between Westlake Avenue and Yale Street. The 100-foot APE will also capture buildings not facing, but in the vicinity of the alignment. The APE will also include all structures adjacent to the proposed maintenance facility.

The anticipated year of opening for the South Lake Union Streetcar is 2006. Therefore, all historic buildings, structures, sites, and objects constructed in or prior to 1956 will be documented. Historic Property Inventory Forms will be prepared for any properties not previously surveyed, and forms will be updated for those properties surveyed prior to 1995. For those properties surveyed since 1995, copies of the most up-to-date inventory forms will be included.

Please contact John Witmer at (206) 220-7964 or Chuck Kirchner, SDOT, at (206) 233-0093 if you have any questions or comments regarding the South Lake Union Streetcar project.

Sincerely,

R. F. Krochalis

Regional Administrator

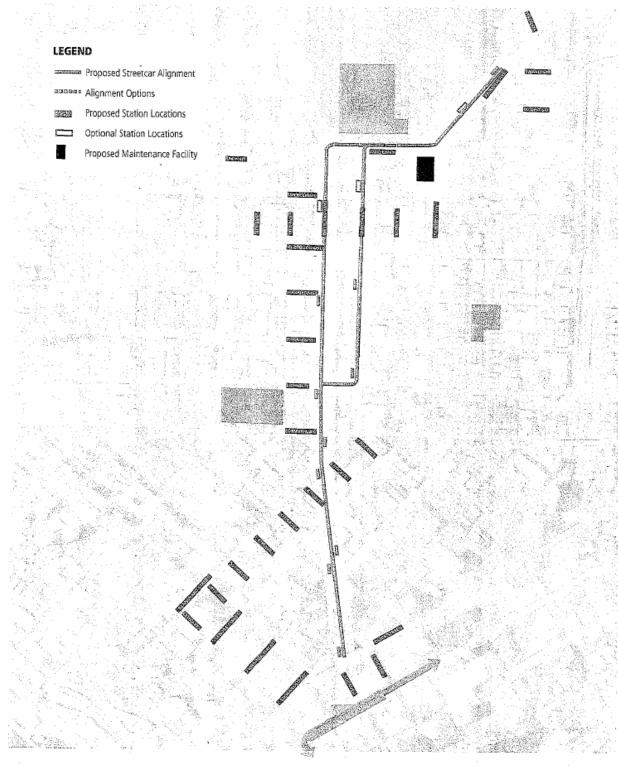
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Attachment

cc: Chuck Kirchner, City of Seattle

Karen Gordon, City of Seattle HPO Marion Hitchcock, City of Seattle Kristen Simpson, City of Seattle

Kirsten Campbell, Parsons Brinckerhoff





SOUTH LAKE UNION STREETCAR AREA OF POTENTIAL EFFECTS



▲ NORTH

Scale: 200 400



#### STATE OF WASHINGTON

### Office of Archaeology and Historic Preservation

1063 S. Capitol Way, Suite 106 • Olympia, Washington 98501 (Mailing Address) PO Box 48343 • Olympia, Washington 88504-8343 (360) 586-3065 Fax Number (360) 586-3067

March 10, 2005

Mr. Richard F. Krochalis Regional Administrator Federal Transit Administration 915 Second Avenue Federal Building, Suite 3142 Seattle, Washington 98174-1002

In Jure correspondence please refer to:

Log: 031005-24-FTA

Property: South Lake Union Street Car Project

Re: APE Consultation

Dear Mr. Krochalis:

We have reviewed the materials forwarded to our office for the above referenced project. Thank you for your description of the area of potential effect for the project. We concur with the definition of the APE. We look forward to the results of your cultural resources survey efforts, your consultation with the concerned tribes, and receiving the survey report. We would appreciate receiving any correspondence or comments from concerned tribes or other parties that you receive as you consult under the requirements of 36CFR800.4(a)(4) and the survey report when it is available.

These comments are based on the information available at the time of this review and on behalf of the State Historic Preservation Officer in conformance with Section 106 of the National Historic Preservation Act and its implementing regulations 36CFR800. Should additional information become available, our assessment may be revised. Please note that as of July 1, 2005, OAHP will be requiring the use of OAHP Archaeology—Site Forms for all archaeological survey projects. You can obtain a copy of the Archaeology Site form from our behalf at www.oahp.wa.gov. Also note that as of January 1, 2005, OAHP requires that all historic property inventory forms provided to our office be submitted in an electronic version using the Historic Property Inventory Database. If you have not registered for a copy of the database, please log onto our website and go to the Survey/Inventory page for more information and a registration form.

Sincerely,

Russell Holter

Project Compliance Reviewer

(360) 586-3533

russellh@cted.wa.gov

please gur Lo a copy

ADMINISTERED BY DEPARTMENT OF COMMUNITY, TRADE & ECONOMIC DEVELOPMENT

## **Appendix B**Tribal Consultation

## **Tribal Contact Information**

Honorable Cecile Hansen, Chair Duwamish Tribe 4717 West Marginal Way SW Seattle, WA 98106

Stanley G. Jones, Sr., Chair The Tulalip Tribes of Washington 6700 Totem Beach Road Tulalip, WA. 98271

Hank Gobin Cultural Resources Manager The Tulalip Tribes of Washington 6700 Totem Beach Road Tulalip, WA. 98271

Honorable John Daniels, Jr., Chair Muckleshoot Tribe 39015 172<sup>nd</sup> Avenue SE Auburn, WA 98092

Donna Hogerhuis, Cultural Specialist Muckleshoot Tribe 39015 172<sup>nd</sup> Avenue SE Auburn, WA 98092

Laura Murphy, Cultural Specialist Muckleshoot Tribe 39015 172<sup>nd</sup> Avenue SE Auburn, WA 98092 Honorable Bennie J. Armstrong, Chair Suquamish Tribe P. O. Box 498 Suquamish, WA 98392

Charlie Sigo Cultural Resources Director Suquamish Tribe P. O. Box 498 Suquamish, WA 98392

Joseph Mullen, Chair Snoqualmie Tribe of Indians P. O. Box 280 Carnation, WA 98014

Mr. Ian Kanair, Esq. Environmental and Natural Resources Director Snoqualmie Tribe of Indians P. O. Box 280 Carnation, WA 98014

Mr. Kellie D. Kvasnikoff Cultural Resource Director Snoqualmie Tribe of Indians P. O. Box 280 Carnation, WA 98014



U.S. Department of Transportation Federal Transit Administration REGION X Alaska, Idaho, Oregon, Washington

915 Second Avenue Federal Bidg. Suite 3142 Seattle, WA 98174-1002 206-220-7954 206-220-7959 (fax)

MAR - 2 2005

Honorable John Daniels, Jr., Chair Muckleshoot Tribe 39015 172nd Avenue SE Auburn, WA 98092

Re:

South Lake Union Streetcar Project, City of Seattle

Dear Chairman Daniels:

The Seattle Department of Transportation (SDOT), in cooperation with the Federal Transit Administration (FTA), is proposing to construct a streetcar line in the South Lake Union area of the City of Seattle in King County, Washington. The proposed South Lake Union streetcar begins in the vicinity of the intersection of Olive Way and 5th Avenue in downtown Seattle. It extends north through the Denny Triangle neighborhood and the South Lake Union neighborhood and terminates in the vicinity of Fairview Ave. N and Yale Ave. N. near the Fred Hutchinson Cancer Research Center. The line connects these important destinations with the regional transit hub at Westlake Center, which would be a major connection point for light rail, buses and monorail. The length of the proposed streetcar line is approximately 1.3 miles in each direction (2.6 track miles total). A map of the project area is enclosed.

The project includes construction of an in-street track system for the entire length of the project. This system will be constructed entirely within existing right-of-way and no acquisition will be required. The streetcar is powered by an overhead electrical system, similar to those used by electric trolley buses. Vehicles are low floor, articulated cars. Examples of similar technology include the Portland and Tacoma Streetcars.

A maintenance facility, approximately 9000 square feet, is also planned as part of the project. This facility will be located at the southwest corner of Fairview and Valley Streets (see map). The lot for the facility will be approximately 32,000 square feet in size (132 x 240 feet).

The construction method for the streetcar track system involves removal of the top 12-18 inches of pavement and replacing it with the rail-embedded concrete slabs. (The width of pavement removal and the track slab is approximately 10 feet.) At this depth, only the existing pavement and base course materials will be disturbed. Utility work along certain portions of the alignment will likely require additional, and deeper, soil excavation, up to 15 feet in some locations. There is moderate potential for encountering archaeological sites, particularly in the vicinity of Lake Union. It is not anticipated that there will be any direct impacts (i.e. acquisition) of historic buildings or structures. Possible indirect impacts include noise, vibration, and visual impacts, both during construction and operation.

In accordance with 36 CFR Part 800.2(c)(4), FTA requests your assistance in identifying any historic properties, including those of traditional religious and/or cultural importance, that may be within the project area. If properties of historic, cultural and/or religious significance are located within the project area, we would like to begin consultation to identify and discuss relevant preservation issues, and any concerns regarding the confidentiality of information about the property.

Please indicate by checking one of the boxes on the attached page whether or not the Tribe has concerns regarding any traditional religious or cultural areas within the proposed project area. Your response will help us determine if further consultation with the Tribe is needed.

If you would like to review the cultural and historic resources research prepared for this phase of the project, or have any other questions, please contact Chuck Kirchner with the City of Seattle at 206.233.0093, Kirsten Campbell of Parsons Brinckerhoff at 206.382.5206, or John Witmer, FTA, at 206.220.7964. We respectfully request your response by March 25, 2005.

Sincerely,

R.F. Krochalis

Regional Administrator

cc:

Laura Murphy, Muckleshoot Tribe Donna Hogerhuis, Muckleshoot Tribe Allyson Brooks, SHPO Chuck Kirchner, City of Seattle

Kirsten Campbell, Parsons Brinckerhoff

The Tribe has determined that the	proposed undertaking will not affect any objects, sites,
or locations of traditional religious or cultur	
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Concur:	
Title	Date

#### **LEGEND**

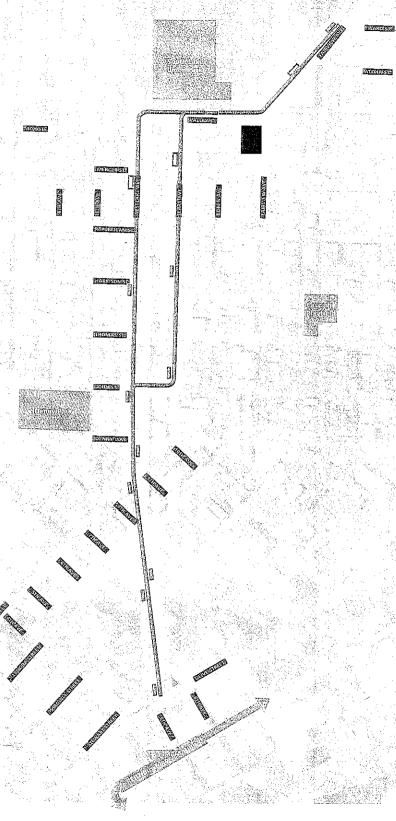
Proposed Streetcar Alignment

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Proposed Station Locations

Optional Station Locations

Proposed Maintenance Facility





SOUTH LAKE UNION STREETCAR AREA OF POTENTIAL EFFECTS



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U.S. Department of Transportation Federal Transit Administration

REGION X Alaska, Idaho, Oregon, Washington 915 Second Avenue Federal Bldg. Suite 3142 Seattle, WA 98174-1002 206-220-7954 206-220-7959 (fax)

MAR - 2 2005

Joseph Mullen, Chair Snoqualmie Tribe of Indians P. O. Box 280 Carnation, WA 98014

Re:

South Lake Union Streetcar Project, City of Seattle

Dear Chairman Mullen:

The Seattle Department of Transportation (SDOT), in cooperation with the Federal Transit Administration (FTA), is proposing to construct a streetcar line in the South Lake Union area of the City of Seattle in King County, Washington. The proposed South Lake Union streetcar begins in the vicinity of the intersection of Olive Way and 5th Avenue in downtown Seattle. It extends north through the Denny Triangle neighborhood and the South Lake Union neighborhood and terminates in the vicinity of Fairview Ave. N and Yale Ave. N. near the Fred Hutchinson Cancer Research Center. The line connects these important destinations with the regional transit hub at Westlake Center, which would be a major connection point for light rail, buses and monorail. The length of the proposed streetcar line is approximately 1.3 miles in each direction (2.6 track miles total). A map of the project area is enclosed.

The project includes construction of an in-street track system for the entire length of the project. This system will be constructed entirely within existing right-of-way and no acquisition will be required. The streetcar is powered by an overhead electrical system, similar to those used by electric trolley buses. Vehicles are low floor, articulated cars. Examples of similar technology include the Portland and Tacoma Streetcars.

A maintenance facility is also planned as part of the project. This facility will be located at the southwest corner of Fairview and Valley Streets (see map). The facility will be approximately 35,000 square feet in size ( $132 \times 240$  feet).

The construction method for the streetcar track system involves removal of the top 12-18 inches of pavement and replacing it with the rail-embedded concrete slabs. (The width of pavement removal and the track slab is approximately 10 feet.) At this depth, only the existing pavement and base course materials will be disturbed. Utility work along certain portions of the alignment will likely require additional, and deeper, soil excavation, up to 15 feet in some locations. There is moderate potential for encountering archaeological sites, particularly in the vicinity of Lake Union. It is not anticipated that there will be any direct impacts (i.e. acquisition) of historic buildings or structures. Possible indirect impacts include noise, vibration, and visual impacts, both during construction and operation.

In accordance with 36 CFR Part 800.2(c)(4), FTA requests your assistance in identifying any historic properties, including those of traditional religious and/or cultural importance, that may be within the project area. If properties of historic, cultural and/or religious significance are located within the project area, we would like to begin consultation to identify and discuss relevant preservation issues, and any concerns regarding the confidentiality of information about the property.

Please indicate by checking one of the boxes on the attached page whether or not the Tribe has concerns regarding any traditional religious or cultural areas within the proposed project area. Your response will help us determine if further consultation with the Tribe is needed.

If you would like to review the cultural and historic resources research prepared for this phase of the project, or have any other questions, please contact Chuck Kirchner with the City of Seattle at 206.233.0093, Kirsten Campbell of Parsons Brinckerhoff at 206.382.5206, or John Witmer, FTA, at 206.220.7964. We respectfully request your response by March 25, 2005.

Sincerely,

R.F. Krochalis

Regional Administrator

Al Twochal

cc:

Ian Kanair, Snoqualmie Tribe

Kellie Kvasnikoff, Snoqualmie Tribe

Allyson Brooks, SHPO

Chuck Kirchner, City of Seattle

Kirsten Campbell, Parsons Brinckerhoff

## Page 3 of 3

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#### **LEGEND**

Proposed Streetcar Alignment

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Proposed Station Locations

Optional Station Locations

Proposed Maintenance Facility





SOUTH LAKE UNION STREETCAR AREA OF POTENTIAL EFFECTS



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U.S. Department of Transportation Federal Transit Administration REGION X Alaska, Idaho, Oregon, Washington 915 Second Avenue Federal Bldg, Suite 3142 Seattle, WA 98174-1002 206-220-7954 206-220-7959 (fax)

MAR - 2 2005

Honorable Bernie Armstrong, Chair Suquamish Tribe P. O. Box 498 Suquamish, WA 98392

Re:

South Lake Union Streetcar Project, City of Seattle

Dear Chairman Armstrong:

The Seattle Department of Transportation (SDOT), in cooperation with the Federal Transit Administration (FTA), is proposing to construct a streetcar line in the South Lake Union area of the City of Seattle in King County, Washington. The proposed South Lake Union streetcar begins in the vicinity of the intersection of Olive Way and 5th Avenue in downtown Seattle. It extends north through the Denny Triangle neighborhood and the South Lake Union neighborhood and terminates in the vicinity of Fairview Ave. N and Yale Ave. N. near the Fred Hutchinson Cancer Research Center. The line connects these important destinations with the regional transit hub at Westlake Center, which would be a major connection point for light rail, buses and monorail. The length of the proposed streetcar line is approximately 1.3 miles in each direction (2.6 track miles total). A map of the project area is enclosed.

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In accordance with 36 CFR Part 800.2(c)(4), FTA requests your assistance in identifying any historic properties, including those of traditional religious and/or cultural importance, that may be within the project area. If properties of historic, cultural and/or religious significance are located within the project area, we would like to begin consultation to identify and discuss relevant preservation issues, and any concerns regarding the confidentiality of information about the property.

Please indicate by checking one of the boxes on the attached page whether or not the Tribe has concerns regarding any traditional religious or cultural areas within the proposed project area. Your response will help us determine if further consultation with the Tribe is needed.

If you would like to review the cultural and historic resources research prepared for this phase of the project, or have any other questions, please contact Chuck Kirchner with the City of Seattle at 206.233.0093, Kirsten Campbell of Parsons Brinckerhoff at 206.382.5206, or John Witmer, FTA, at 206.220.7964. We respectfully request your response by March 25, 2005.

Sincerely,

R.F. Krochalis

Regional Administrator

Af Guchal

cc:

Charlie Sigo, Suquamish Tribe

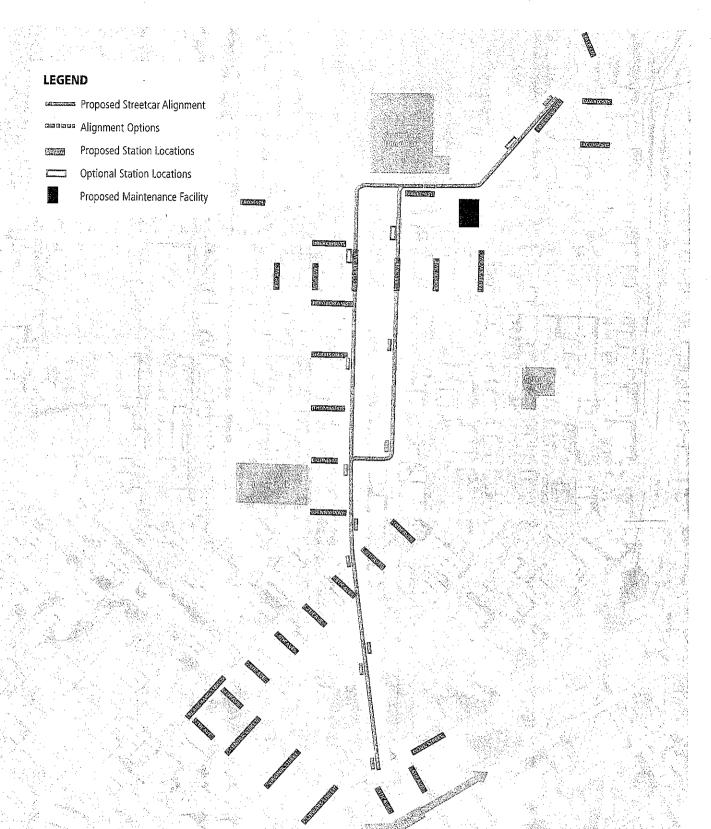
Allyson Brooks, SHPO

Chuck Kirchner, City of Seattle

Kirsten Campbell, Parsons Brinckerhoff

# Page 3 of 3

The Tribe has determined that the proposed undertaking will no	ot affect any objects, sites,
or locations of traditional religious or cultural importance to the Tribe.	<b>3 3 2</b>
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The Tribe has determined that the proposed undertaking will a	iffect objects, sites, or
locations of traditional religious or cultural importance to the Tribe. You	
undertake further consultations with the Tribe in order to evaluate, cons	
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Concur:	
Title	Date





SOUTH LAKE UNION STREETCAR
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U.S. Department of Transportation Federal Transit Administration REGION X Alaska, Idaho, Oregon, Washington

915 Second Avenue Federal Bldg. Suite 3142 Seattle, WA 98174-1002 206-220-7954 206-220-7959 (fax)

MAR - 2 2005

Honorable Cecile Hansen, Chair Duwamish Tribe 4717 West Marginal Way SW Seattle, WA 98106

Re:

South Lake Union Streetcar Project, City of Seattle

Dear Chair Hansen:

The Seattle Department of Transportation (SDOT), in cooperation with the Federal Transit Administration (FTA), is proposing to construct a streetcar line in the South Lake Union area of the City of Seattle in King County, Washington. The proposed South Lake Union streetcar begins in the vicinity of the intersection of Olive Way and 5th Avenue in downtown Seattle. It extends north through the Denny Triangle neighborhood and the South Lake Union neighborhood and terminates in the vicinity of Fairview Ave. N and Yale Ave. N. near the Fred Hutchinson Cancer Research Center. The line connects these important destinations with the regional transit hub at Westlake Center, which would be a major connection point for light rail, buses and monorail. The length of the proposed streetcar line is approximately 1.3 miles in each direction (2.6 track miles total). A map of the project area is enclosed.

The project includes construction of an in-street track system for the entire length of the project. This system will be constructed entirely within existing right-of-way and no acquisition will be required. The streetcar is powered by an overhead electrical system, similar to those used by electric trolley buses. Vehicles are low floor, articulated cars. Examples of similar technology include the Portland and Tacoma Streetcars.

A maintenance facility, approximately 9000 square feet, is also planned as part of the project. This facility will be located at the southwest corner of Fairview and Valley Streets (see map). The lot for the facility will be approximately 35,000 square feet in size (132 x 240 feet).

The construction method for the streetcar track system involves removal of the top 12-18 inches of pavement and replacing it with the rail-embedded concrete slabs. (The width of pavement removal and the track slab is approximately 10 feet.) At this depth, only the existing pavement and base course materials will be disturbed. Utility work along certain portions of the alignment will likely require additional, and deeper, soil excavation, up to 15 feet in some locations. There is moderate potential for encountering archaeological sites, particularly in the vicinity of Lake Union. It is not anticipated that there will be any direct impacts (i.e. acquisition) of historic buildings or structures. Possible indirect impacts include noise, vibration, and visual impacts, both during construction and operation.

In accordance with 36 CFR Part 800.2(c)(4), FTA requests your assistance in identifying any historic properties, including those of traditional religious and/or cultural importance, that may be within the project area. If properties of historic, cultural and/or religious significance are located within the project area, we would like to begin consultation to identify and discuss relevant preservation issues, and any concerns regarding the confidentiality of information about the property.

Please indicate by checking one of the boxes on the attached page whether or not the Tribe has concerns regarding any traditional religious or cultural areas within the proposed project area. Your response will help us determine if further consultation with the Tribe is needed.

If you would like to review the cultural and historic resources research prepared for this phase of the project, or have any other questions, please contact Chuck Kirchner with the City of Seattle at 206.233.0093, Kirsten Campbell of Parsons Brinckerhoff at 206.382.5206, or John Witmer, FTA, at 206.220.7964. We respectfully request your response by March 25, 2005.

Sincerely,

R.F. Krochalis

Regional Administrator

Madel

cc:

Allyson Brooks, SHPO

Chuck Kirchner, City of Seattle

Kirsten Campbell, Parsons Brinckerhoff

The Tribe has determined that the proposed undertaking will not affect any objects, sites,
or locations of traditional religious or cultural importance to the Tribe.
The Tribe has determined that the proposed undertaking will affect objects, sites, or locations of traditional religious or cultural importance to the Tribe. Your agency should undertake further consultations with the Tribe in order to evaluate, consider, or avoid such locations.
Concur:
Title Date

# **LEGEND** Proposed Streetcar Alignment Alignment Options **Proposed Station Locations** Optional Station Locations Proposed Maintenance Facility



SOUTH LAKE UNION STREETCAR AREA OF POTENTIAL EFFECTS



▲ NORTH

Scale: 0 200 400



U.S. Department of Transportation Federal Transit Administration REGION X Alaska, Idaho, Oregon, Washington

915 Second Avenue Federai Bldg. Suite 3142 Seattle, WA 98174-1002 206-220-7954 206-220-7959 (fax)

MAR - 2 2005

Stanley G. Jones, Sr., Chair The Tulalip Tribes of Washington 6700 Totem Beach Road Tulalip, WA 98271

Re:

South Lake Union Streetcar Project, City of Seattle

Dear Chairman Jones:

The Seattle Department of Transportation (SDOT), in cooperation with the Federal Transit Administration (FTA), is proposing to construct a streetcar line in the South Lake Union area of the City of Seattle in King County, Washington. The proposed South Lake Union streetcar begins in the vicinity of the intersection of Olive Way and 5th Avenue in downtown Seattle. It extends north through the Denny Triangle neighborhood and the South Lake Union neighborhood and terminates in the vicinity of Fairview Ave. N and Yale Ave. N. near the Fred Hutchinson Cancer Research Center. The line connects these important destinations with the regional transit hub at Westlake Center, which would be a major connection point for light rail, buses and monorail. The length of the proposed streetcar line is approximately 1.3 miles in each direction (2.6 track miles total). A map of the project area is enclosed.

The project includes construction of an in-street track system for the entire length of the project. This system will be constructed entirely within existing right-of-way and no acquisition will be required. The streetcar is powered by an overhead electrical system, similar to those used by electric trolley buses. Vehicles are low floor, articulated cars. Examples of similar technology include the Portland and Tacoma Streetcars.

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The construction method for the streetcar track system involves removal of the top 12-18 inches of pavement and replacing it with the rail-embedded concrete slabs. (The width of pavement removal and the track slab is approximately 10 feet.) At this depth, only the existing pavement and base course materials will be disturbed. Utility work along certain portions of the alignment will likely require additional, and deeper, soil excavation, up to 15 feet in some locations. There is moderate potential for encountering archaeological sites, particularly in the vicinity of Lake Union. It is not anticipated that there will be any direct impacts (i.e. acquisition) of historic buildings or structures. Possible indirect impacts include noise, vibration, and visual impacts, both during construction and operation.

In accordance with 36 CFR Part 800.2(c)(4), FTA requests your assistance in identifying any historic properties, including those of traditional religious and/or cultural importance, that may be within the project area. If properties of historic, cultural and/or religious significance are located within the project area, we would like to begin consultation to identify and discuss relevant preservation issues, and any concerns regarding the confidentiality of information about the property.

Please indicate by checking one of the boxes on the attached page whether or not the Tribe has concerns regarding any traditional religious or cultural areas within the proposed project area. Your response will help us determine if further consultation with the Tribe is needed.

If you would like to review the cultural and historic resources research prepared for this phase of the project, or have any other questions, please contact Chuck Kirchner with the City of Seattle at 206.233.0093, Kirsten Campbell of Parsons Brinckerhoff at 206.382.5206, or John Witmer, FTA, at 206.220.7964. We respectfully request your response by March 25, 2005.

Sincerely,

R.F. Krochalis

Regional Administrator

A Turchalis

cc:

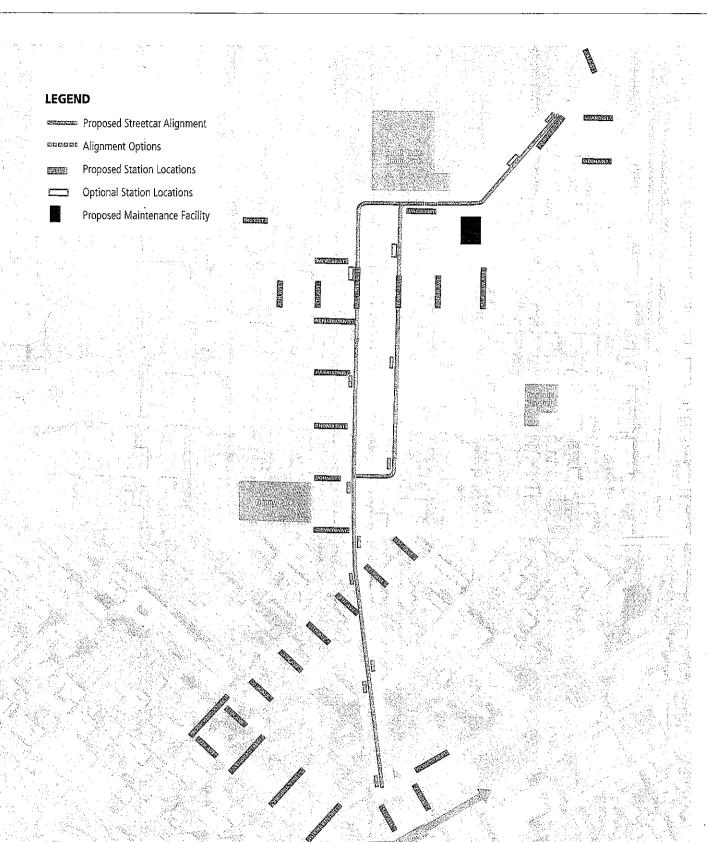
Hank Gobin, Tulalip Tribes

Allyson Brooks, SHPO

Chuck Kirchner, City of Seattle

Kirsten Campbell, Parsons Brinckerhoff

The Tribe has determined that the proposed und	lertaking will not affect any objects, sites,
or locations of traditional religious or cultural importance	e to the Tribe.
The Tribe has determined that the proposed und locations of traditional religious or cultural importance to undertake further consultations with the Tribe in order to locations.	o the Tribe. Your agency should
Concur:	
Title	Dote





SOUTH LAKE UNION STREETCAR
AREA OF POTENTIAL EFFECTS



A NORTH

Scale: 0 200 400

# Appendix C Historic Property Inventory Forms

Times Building

at 414 Olive Way, Seattle, WA 98101

LOCATION SECTION

Field Site No. 3

**OAHP No.:** KI00077

Historic Name: Times Building

Common Name: Times Square Building

Property Address: 414 Olive Way, Seattle, WA 98101

Comments:

County

Quadrangle

King

T25R04E

Township/Range/EW Section 1/4 Sec 1/4 1/4 Sec NE

SEATTLE SOUTH

**UTM Reference** 

Zone: 10 Spatial Type: Point Sequence:

Acquisition Code: TopoZone.com

Tax No./Parcel No.

Plat/Block/Lot

1 Easting: 549740

Northing: <u>5273466</u>

Supplemental Map(s)

Acreage 0.24

0659000385

Bell Heirs of Sarah A Add Blk 8 Lot 1-2-3

IDENTIFICATION SECTION

Survey Name: South Lake Union Streetcar

Field Recorder: K. Campbell, R. Jackson

**Date Recorded:** 12/15/2004

Owner's Name:

Owner Address:

City/State/Zip:

Times Square Building LLC 414 Olive Way Seattle, WA 98101

Classification: Building

**Resource Status** Comments

Within a District? No

National Register Listed 1/27/83

Local Register

Seattle Landmark

Contributing?

**National Register Nomination:** 

TIMES BUILDING

Local District:

National Register District/Thematic Nomination Name:

**DESCRIPTION SECTION** 

Historic Use: Commerce/Trade - Business

Current Use: Commerce/Trade - Financial Institution

Plan: Triangular No. of Stories: 5

Structural System: Concrete - Poured

Changes to plan: Intact

Changes to interior: Extensive

Style

Form/Type

Changes to original cladding: Intact

Changes to other:

Italian - Italian Renaissance

View of

Comments:

Photography Neg. No (Roll No./Frame No.):

Commercial

Changes to windows: Moderate

Other (specify):

Page 1 of 3

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Times Building

Property potentially contributes to a historic district (National and/or local):

at 414 Olive Way, Seattle, WA 98101

Cladding Terra Cotta	Foundation Concrete - Poured	Roof Material <u>Unknown</u>	Roof Type  Flat with Eaves	
NARRATIVE SECTION		Date Of Construction: 1916		
Study Unit	Other	Architect: Bebb & Gould		
Architecture/Landscape Architecture		Builder: A. W. Quist Co.		
		Engineer:		
Property appears to meet criteria for the National Register of Historic Places: Yes				
Property is located in a potential historic district (National and/or local): No				

#### Statement of Significance

The Times Building is significant as the former headquarters of one of Seattle's prominent newspapers – the Seattle Times, and as an excellent example of the work of the architectural firm of Bebb and Gould. In addition, it is notable as representative of Seattle's many terra cotta commercial buildings.

The Seattle Times is best known in the Northwest as the paper built by the Blethen family, and the Times Building is associated with two family members in particular – Col. Alden J. Blethen (1846-1915) and his son, Gen. C. B. Blethen (1879-1941). Alden Blethen had been involved with newspaper publishing in the Midwest, and came to Seattle after suffering several setbacks. He purchased the Times in 1896, which had first appeared 10 years earlier and had gone through a series of owners and editorships. Blethen added innovations such as society, fraternal, and theatre columns. From a circulation of 3000 in 1896, the Times appeared in 70,000 copies daily by 1915. Blethen was determined to build a structure specifically designed for the business, editorial, and mechanical needs of newspaper publication. The site he chose was north of the City's commercial core in a newly developing area. Blethen had an active hand in the design, and included features such as a visitor's gallery and open pressroom. The window area was extensive to allow for good lighting – the glazing was equal to half the floor area. A four-inch layer of diatomaceous earth was placed over the structural flooring to

provide sound insulation from the heavy presses on the basement level. Alden Blethen died halfway through construction, and the project was completed by his son. The opening of the Times Building took place after several weeks of disassembling and moving equipment, all while continuing to publish the paper daily. The opening ceremonies involved bombs, fireworks, a concert, and building tours. The early years of the Times Building included instantaneous baseball reporting, where an illuminated baseball diamond was projected onto the Fifth Avenue side of the building. Plays were flashed as they occurred and the score updated. Interesting games could attract quite a crowd.

By 1931, the Times circulation had increased so much as to outgrow its home in the Times Building. The paper relocated to a new facility in the Cascade neighborhood. The Times Building may have been vacant until 1941, when records reflect a variety of small commercial services and offices. These uses continue to the present day.

The building is also known as the Times Square Building, perhaps due to earlier descriptions which identified the building as the Times Building at Times Square. Ochsner (1998) also notes that the building resembles the Flatiron Building in Times Squire in New York City.

#### Description of Physical Appearance

The Times Building is a compact, well detailed structure styled in the fashion of the Italian Renaissance. It occupies a triangular parcel in the commercial core of Seattle, and the plan of the steel and concrete building conforms to the site. The apex is on Fourth Avenue to the west, and the somewhat narrow base is at Fifth Avenue to the east; the length of the building parallels Stewart Street on the north and Olive Way to the south. The site rises to the west, and as a result the building is five stories in height at Fourth Avenue and seven stories at Fifth Avenue.

Conceived originally as the publishing headquarters of the Seattle Times, the building was specially designed to meet the needs of a major metropolitan newspaper. Little of the interior arrangements which served that use survive; the structure was adapted over the years for a variety of commercial purposes following the relocation of the Times offices in 1931. The exterior, however, is virtually unchanged.

The first and second stories serve as a visual base for the balance of the structure. The lower portions of the first floor are faced with Washington Index granite; terra cotta blocks finish the elevations to an intermediate cornice at the second story level. Window openings below the cornice are rectangular and fitted with voussoirs in flat arches. Above the cornice on the south and north elevations are monumentally scaled window openings rising to the full height of the building; each is closed with a round arch 17 feet in diameter. Between these major openings are eagles in terra cotta, set against a turquoise field; the eagle was the symbol of the Times.

The major entry was at Fifth Avenue. The doorway opened onto a vestibule of marble and Caen stone with a vaulted, coffered ceiling. A marble stairway led up to the main offices. The corporate spaces were done in an Adam style, based on the governor's room in New York's former city hall. A transverse vestibule accommodated entry from Stewart Street and Olive Way; it was notable for its sculptured panels representing the publication and distribution of news. Most of the original interior has disappeared over the years, and a bank now occupies a major portion of the first floor accessible from Fifth Avenue. The most significant reminder of the once lush interior is a compass rose of inlaid brass and marble in the transverse vestibule. A familiar symbol of journalism, its center is set with the initials "ST".

The terra cotta is a buff or beige color, laid up in heavily rusticated coursed ashlar. Spandrels, cornice lines, entries, and some window openings are set with rosettes, running mold bands, and other decorative devices. The terra cotta was manufactured by the Denny-Renton Clay and Coal Company. The cornice was fitted with electric lights, and 28 specially constructed light standards surrounded the building at sidewalk level; the light standards were removed at an unknown period.

Major Bibliographic References Ochsner, Jeffrey Karl (ed.)

1998 Shaping Seattle Architecture: A Historical Guide to the Architects. University of Washington Press, Seattle.

Seattle Office of Urban Conservation & David M. Hansen

1982 Times Building - National Register of Historic Places Inventory - Nomination Form. On file at the Washington State Office of Archeology and Historic Preservation.

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View of taken <u>12/15/2004</u>

Photography Neg. No (Roll No./Frame No.):

Comments:

View of taken

Photography Neg. No (Roll No./Frame No.):

Comments:

View of taken

Photography Neg. No (Roll No./Frame No.):

Comments:

View of taken

Photography Neg. No (Roll No./Frame No.):

#### at 5th & Stewart, Seattle, WA 98101

LOCATION SECTION

Field Site No.  $\underline{4}$ 

OAHP No.:

**Historic Name:** 

Common Name: McGraw Square Park

Property Address: 5th & Stewart, Seattle, WA 98101

Comments:

County King

Township/Range/EW Section 1/4 Sec 1/4 1/4 Sec

NE

Quadrangle SEATTLE SOUTH **UTM Reference** 

Zone: 10 Spatial Type: Point

Acquisition Code: TopoZone.com

Sequence:

View of

Comments:

Photography Neg. No (Roll No./Frame No.):

1 Easting: 549770

Northing: <u>5273506</u>

Tax No./Parcel No.

Plat/Block/Lot

Supplemental Map(s)

0659000381

Bell Heirs of Sarah A Add Blk 7 Lot POR

Acreage 0.02

IDENTIFICATION SECTION

Survey Name: South Lake Union Streetcar

Field Recorder: K. Campbell, R. Jackson

T25R04E

**Date Recorded:** 12/15/2004

Owner's Name:

Owner Address:

City/State/Zip:

City of Seattle Parks 600 5th Ave Seattle, WA 98104

**Department** 

Classification: Site

Resource Status

Comments

Within a District? No

Local Register

Seattle Landmark

Contributing?

**National Register Nomination:** 

Local District:

National Register District/Thematic Nomination Name:

**DESCRIPTION SECTION** 

Historic Use: Recreation and Culture - Monument/Marker

Current Use: Recreation and Culture - Monument/Marker

Plan: Triangular

No. of Stories:

Structural System:

Changes to plan: Intact Changes to original cladding: Changes to interior:

Style

Form/Type

Changes to other:

Changes to windows:

Other (specify):

Page 1 of 2

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# at 5th & Stewart, Seattle, WA 98101

Cladding	Foundation	Roof Material	Roof Type
NARRATIVE	SECTION	Date Of Construction:	<u>1913</u>
Study Unit	Other	Architect: Richard Brook	ks (sculptor)
Entertainment/Re	creation	Builder:	
<u>Arts</u>		Engineer:	
	Property appears to meet criteria for the National Registe	er of Historic Places: No	
	Property is located in a potential historic district (Nation	al and/or local): <u>No</u>	
	Property potentially contributes to a historic district (Nat	tional and/or local):	
Statement of Significance	Links memorial was constructed for John Harre McGraw (1850-1910). City Uniet of Police, Kind County Speriff, Second dovernor of the State of Washington, president of the First		
Description of Physical Appearance  This is a small triangular pocket park containing the statue, landscaping, and benches.			
Major Bibliographic References			

Page 2 of 2 Printed on 2/3/2005 2:20:35 PM

#### Medical Dental Building

at 505 Olive Way, Seattle, WA 98101

LOCATION SECTION

Field Site No. 5

OAHP No.:

Historic Name: Medical Dental Building

Common Name: Medical Dental Building

Property Address: 505 Olive Way, Seattle, WA 98101

Comments:

County

Quadrangle

**UTM Reference** 

King

T25R04E

Township/Range/EW Section 1/4 Sec 1/4 1/4 Sec NE

SEATTLE SOUTH

Zone: 10 Spatial Type: Point

Acquisition Code: TopoZone.com

Sequence:

1 Easting: 549832

Northing: 5273481

Tax No./Parcel No.

Plat/Block/Lot

Supplemental Map(s)

Acreage 0.57

0659000085 Bell Heirs of Sarah A Add, Block 2, Lot Portion

IDENTIFICATION SECTION

Survey Name: South Lake Union Streetcar

Field Recorder: K. Campbell, R. Jackson

**Date Recorded:** 12/15/2004

Owner's Name:

Owner Address:

City/State/Zip:

**Harsch Investment Realty** 

509 Olive Way

Seattle, WA 98101

Classification: Building

**Resource Status** Survey/Inventory

Comments

Within a District? No

Contributing?

**National Register Nomination:** 

Local District:

National Register District/Thematic Nomination Name:

**DESCRIPTION SECTION** 

Historic Use: Health Care - Medical Business/Office

Current Use: Health Care - Medical Business/Office

Plan: Rectangle No. of Stories: 18

Structural System: Concrete - Poured

Changes to plan: Intact Changes to original cladding: Moderate Changes to interior: Unknown

Style

Art Deco

View of

Comments:

Photography Neg. No (Roll No./Frame No.):

Form/Type Commercial

Changes to windows: Moderate

Changes to other: Other (specify):

### Medical Dental Building

at 505 Olive Way, Seattle, WA 98101

Cladding	Foundation	Roof Material	Roof Type
Stone - Ashlar/Cu	<u>Concrete - Poured</u>	<u>Unknown</u>	Flat with Parapet
NARRATIVE	SECTION	Date Of Construction: 1925	
Study Unit	Other	Architect: John A. Creutzer	
Architecture/Lan	dscape Architecture	Builder:	
Health/Medicine		Engineer:	
	Property appears to meet criteria for the National I	Register of Historic Places: Yes	
	Property is located in a potential historic district (	National and/or local): <u>No</u>	
	Property potentially contributes to a historic distri	ct (National and/or local):	
Statement of Significance	The Medical Denial building was designed by architect John A. Credizer, Credizer historications, then Spokane, arriving in Seattle in 1906 (Ochsher 1996). The		
Description of Physical Appearance	uses that continue to the present day. Bartell's Drugs #6 has occupied the ground floor since the early years of the building. Cladding is stone tile. The ground floor cladding.		
Major Bibliographic References	Ochsner, Jeffrey Karl (ed.) 1998 Shaping Seattle Architecture: A Historical Guide to t	he Architects. University of Washington Press,	Seattle.

Page 2 of 2 Printed on 2/3/2005 2:22:28 PM



View of taken <u>12/15/2004</u>

Photography Neg. No (Roll No./Frame No.):

Comments:

View of taken

Photography Neg. No (Roll No./Frame No.):

Comments:



View of taken <u>12/15/2004</u>

Photography Neg. No (Roll No./Frame No.):

Comments:

View of taken

Photography Neg. No (Roll No./Frame No.):

#### National Bank of Commerce

at 500 Olive Way, Seattle, WA 98101

LOCATION SECTION

Field Site No.  $\underline{7}$ 

OAHP No.:

Historic Name: National Bank of Commerce

Common Name: Bank of America

Property Address: 500 Olive Way, Seattle, WA 98101

Comments:

County

Township/Range/EW Section 1/4 Sec 1/4 1/4 Sec

Quadrangle **UTM Reference** 

King

T25R04E

NE

SEATTLE SOUTH

Zone: 10 Spatial Type: Point

Acquisition Code: TopoZone.com

Sequence:

1 Easting: 549816

Northing: 5273531

Tax No./Parcel No.

Plat/Block/Lot

Acreage

0.5

0659000380

Bell Heirs of Sarah A Add Blk 7 Lot All

Supplemental Map(s)

IDENTIFICATION SECTION

Survey Name: South Lake Union Streetcar

Field Recorder: K. Campbell, R. Jackson

**Date Recorded:** 12/15/2004

Owner's Name:

Owner Address:

City/State/Zip:

Bank of America

500 Olive Way

Seattle, WA 98101

Classification: Building

**Resource Status** Survey/Inventory

Comments

Within a District? No

Contributing?

**National Register Nomination:** 

Local District:

National Register District/Thematic Nomination Name:

**DESCRIPTION SECTION** 

Historic Use: Commerce/Trade - Financial Institution

Current Use: Commerce/Trade - Financial Institution

Plan: Irregular No. of Stories: 2

Structural System: Concrete - Block

Changes to plan: Intact

Changes to interior: Unknown

Style

Form/Type

Changes to original cladding:

Intact

Changes to other:

Vernacular

Commercial

Changes to windows: Intact

Other (specify):

View of

taken 12/15/2004

Photography Neg. No (Roll No./Frame No.):

## National Bank of Commerce

at 500 Olive Way, Seattle, WA 98101

Ole deller e	Farm dettern	D = of Markey lad		
Class	Foundation	Roof Material	Roof Type	
Glass Stope Ashlar/Cu	<u>Concrete - Poured</u>	<u>Unknown</u>	<u>Flat with Eaves</u>	
Stone - Ashlar/Cu	<u>.                                    </u>			
NARRATIVE S	SECTION	Date Of Construction: 1956		
Study Unit	Other	Architect:		
Commerce		Builder:		
		Engineer:		
	Property appears to meet criteria for the Nation	al Register of Historic Places: No		
	Property is located in a potential historic distric	ct (National and/or local): <u>No</u>		
	Property potentially contributes to a historic dis	strict (National and/or local):		
Statement of Significance	This structure originally noused the National Bank of Commerce of Seattle, Central Branch (Polk 1956/57). The original clanding and windows are all infact. The building is not			
Description of Physical Appearance	The National Bank of Commerce building is a two-story suspended ceiling over 60 percent steel and glass. The rear (west) elevation contains the primary entrance and	ne south and west elevations are steel frame with lar	urance maps show the structure was built of reinforced concrete with a rge picture panes, with a stone tile cladding on the upper façade. The	
Major Bibliographic References	Polk, R. L 1956 City Directory of Seattle. R. L. Polk & Co., Seattl 1957 City Directory of Seattle. R. L. Polk & Co., Seattl			

Page 2 of 2 Printed on 2/18/2005 3:18:29 PM



View of taken <u>12/15/2004</u>

Photography Neg. No (Roll No./Frame No.):

Comments:

View of taken

Photography Neg. No (Roll No./Frame No.):

Comments:



View of <u>rear</u> taken <u>12/15/2004</u>

Photography Neg. No (Roll No./Frame No.):

Comments:

View of taken

Photography Neg. No (Roll No./Frame No.):

Western Auto Supply

at 2004 Westlake Ave. Seattle, WA 98121

LOCATION SECTION

Field Site No. 16

OAHP No.:

Historic Name: Western Auto Supply

**Common Name:** 

Property Address: 2004 Westlake Ave, Seattle, WA 98121

Comments:

County

Township/Range/EW Section 1/4 Sec 1/4 1/4 Sec

Quadrangle

**UTM Reference** 

Sequence:

View of

Comments:

King

T25R04E

NE

SEATTLE SOUTH

Zone: 10 Spatial Type: Point

Acquisition Code: TopoZone.com

1 Easting: 549771

Photography Neg. No (Roll No./Frame No.):

Northing: 5273761

Tax No./Parcel No.

Plat/Block/Lot

Supplemental Map(s)

0659000710

Bell Heirs of Sarah A Add, Block 13 Lot 1

Acreage 0.17

IDENTIFICATION SECTION

Survey Name: South Lake Union Streetcar

Field Recorder: K. Campbell, R. Jackson

**Date Recorded:** 12/15/2004

Owner's Name:

Owner Address:

City/State/Zip:

**Farestart** 

1902 2nd Ave

Seattle, WA 98101

Classification: Building

**Resource Status** Survey/Inventory

Comments

Within a District? No

Contributing?

**National Register Nomination:** 

Local District:

National Register District/Thematic Nomination Name:

**DESCRIPTION SECTION** 

Historic Use: Commerce/Trade - Business

Current Use: Vacant/Not in Use

Plan: Rectangle No. of Stories: 3

Structural System: Concrete - Poured

Changes to plan: Intact

Changes to interior: Unknown

Style

Form/Type

Changes to original cladding:

Slight

Changes to other:

Vernacular

Commercial

Changes to windows: Slight

Other (specify):

Page 1 of 2

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#### Western Auto Supply

at 2004 Westlake Ave, Seattle, WA 98121

, <b>,,</b>				
Cladding Stone - Ashlar/Cut	Foundation <u>Concrete - Poured</u>	Roof Material <u>Unknown</u>	Roof Type Flat with Parapet	
NARRATIVE SI	ECTION	Date Of Construction: 1923		
Study Unit	Other	Architect:		
Commerce		Builder:		
Transportation		Engineer:		
	Property appears to meet criteria for the National Regis	ster of Historic Places: Yes		
	Property is located in a potential historic district (Natio	nal and/or local): <u>No</u>		
	Property potentially contributes to a historic district (Na	ational and/or local):		
Statement of				

#### Statement of Significance

During the 1920s and 1930s, the South Lake Union area in general and Westlake Avenue in particular developed as an automobile-oriented area, with new and used car dealerships, repair shops, tire shops, service stations, and an automobile assembly plant. Practically every store along the corridor housed an auto-oriented business at some time, anchored by the Ford Assembly Plant at Valley and Fairview, and the William O. McKay Ford Dealership at Valley and Westlake.

Western Auto Supply was established at 2004 Westlake Avenue in 1923 (Polk 1923). The 1930 photograph shows the structure and its prominent sign. By 1938 the building housed Tinney Furniture, which occupied this structure until the early 1940s (Polk 1938, 1940). By the mid-1940s, the building housed Joseph Ryan's Furniture Mart (Polk 1943/44).

The structure is in good condition. Despite the modifications to the ground floor which detract from the structure's integrity, it is significant for its association with the auto-oriented development of Westlake Avenue. The building appears to meet the eligibility criteria for listing in the National Register of Historic Places (local significance).

#### Description of Physical Appearance

The Western Auto Supply Building is a three-story concrete structure built in 1923. It is clad in stone tiles and upper story 1/1 windows are original. The cornice projects slightly and is simple in design and ornamentation. The ground floor has been modified with aluminum frame picture pane windows and granite tile cladding. The original windows on the upper portion of the ground floor have been covered with wood. The original awnings have been removed and replaced. Original roll-top garage doors remain on the rear of the building. The new owners intend to restore the building and have posted a design plan in the building window.

#### Major Bibliographic References

Polk, R. L.
1923 City Directory of Seattle. R. L. Polk & Co., Seattle
1938 City Directory of Seattle. R. L. Polk & Co., Seattle
1940 City Directory of Seattle. R. L. Polk & Co., Seattle
1943/44 City Directory of Seattle. R. L. Polk & Co., Seattle

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View of taken  $\underline{12/15/2004}$ 

Photography Neg. No (Roll No./Frame No.):

Comments:

View of taken

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Comments:



View of taken <u>12/15/2004</u>

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Comments:

View of taken

Photography Neg. No (Roll No./Frame No.):

Westlake Hotel

at 2008 Westlake Ave. Seattle, WA 98121

LOCATION SECTION

Field Site No. 17

OAHP No.:

Historic Name: Westlake Hotel

**Common Name:** 

Property Address: 2008 Westlake Ave, Seattle, WA 98121

Comments:

County

Township/Range/EW Section 1/4 Sec 1/4 1/4 Sec

Quadrangle

**UTM Reference** 

King

T25R04E

NE

SEATTLE SOUTH

Zone: 10 Spatial Type: Point Sequence:

Acquisition Code: TopoZone.com

Tax No./Parcel No.

Plat/Block/Lot

1 Easting: 549771

Northing: <u>5273842</u>

Supplemental Map(s)

0659000715

Bell Heirs of Sarah A Add, Block 13 Lot 2, 3, 4

Acreage .02

IDENTIFICATION SECTION

Survey Name: South Lake Union Streetcar

Field Recorder: K. Campbell, R. Jackson

**Date Recorded:** 12/15/2004

Owner's Name: Archdiocese Housing Owner Address:

City/State/Zip:

1902 2nd Ave Seattle, WA 98101

**Authority** 

Classification: Building

**Resource Status** 

Comments

Within a District? No

Survey/Inventory

Contributing?

**National Register Nomination:** 

Local District:

National Register District/Thematic Nomination Name:

**DESCRIPTION SECTION** 

Historic Use: Domestic - Hotel

Current Use: Domestic - Multiple Family House

Plan: Triangular No. of Stories: 3

Structural System: Brick

Changes to original cladding:

Changes to plan: Intact Changes to interior: Unknown Intact

Changes to other:

Style

Form/Type

Photography Neg. No (Roll No./Frame No.):

Hotel/Motel - Downtown Residential Hotel

Changes to windows: Moderate

Other (specify):

Vernacular

View of

Comments:

Page 1 of 2

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#### Westlake Hotel

at 2008 Westlake Ave, Seattle, WA 98121

Cladding	Foundation	Roof Material	Roof Type	
<u>Brick</u>	<u>Concrete - Poured</u>	<u>Unknown</u>	Flat with Parapet	
NARRATIVE SECTION		Date Of Construction: 1907	- — — — — — — — — — — — — — — — — — — —	
Study Unit	Other	Architect:		
Architecture/Landscape Architecture		Builder:		
Commerce		Engineer:		
Property appe	ears to meet criteria for the National Re	gister of Historic Places: Yes		
Property is located in a potential historic district (National and/or local): No				
Property potentially contributes to a historic district (National and/or local):				

#### Statement of Significance

The Westlake Hotel was established in 1907 and has been operating in its present location since that time. Early retail uses included Dr. Moody's Royal Medicated Stock Food & Veterinary Co. (Polk 1909). Characteristic of the Westlake Avenue corridor in the 1920s, the Anderson Tire Company and Al's Tire Shop occupied the ground floor (Polk 1925, 1930). By the 1940s, retail had expanded to include an electric contractor, gas station equipment sales, copper coil manufacturers, wholesale paint, a barber shop, a café, a grocery, and a laundry (Polk 1937, 1940, 1943/44). The building currently serves as low-income housing. While the setting of the building has been greatly altered, it is one of the few remaining structures in intact condition from this time period. This building is significant for its style and period of construction and appears to meet the eligibility criteria for listing in the National Register of Historic Places (local significance).

#### Description of Physical Appearance

The Westlake Hotel is a three-story brick building built in 1907. The plan is triangular and the building has a stepped cornice with painted emblems. Cladding and fenestration are original. The ground floor contains various retail stores and hotel office while the upper floors are residential. The ground floor exhibits the original entryways and while the glass has been replaced, the wood frames are original. Upper stories contain 1/1 windows in wood frames. Rear windows are deeply recessed and arched.

#### Major Bibliographic References

Polk, R. L.

1909 City Directory of Seattle. R. L. Polk & Co., Seattle
1925 City Directory of Seattle. R. L. Polk & Co., Seattle
1930 City Directory of Seattle. R. L. Polk & Co., Seattle
1937 City Directory of Seattle. R. L. Polk & Co., Seattle
1940 City Directory of Seattle. R. L. Polk & Co., Seattle
1943/44 City Directory of Seattle. R. L. Polk & Co., Seattle

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View of taken <u>12/15/2004</u>

Photography Neg. No (Roll No./Frame No.):

Comments:

View of taken

Photography Neg. No (Roll No./Frame No.):

Comments:

View of taken

Photography Neg. No (Roll No./Frame No.):

Comments:

View of taken

Photography Neg. No (Roll No./Frame No.):

Craftsman Press

at 2015 8th Ave. Seattle. WA 98121

LOCATION SECTION

Field Site No. 18

OAHP No.:

Historic Name: Craftsman Press

**Common Name:** 

View of

Comments:

Property Address: 2015 8th Ave, Seattle, WA 98121

Comments:

County

Township/Range/EW Section 1/4 Sec 1/4 1/4 Sec

Quadrangle

**UTM Reference** 

King

T25R04E

SEATTLE SOUTH

Zone: 10 Spatial Type: Point Sequence:

Acquisition Code: TopoZone.com

NE

1 Easting: 549781

Northing: <u>5273842</u>

Tax No./Parcel No.

Plat/Block/Lot

III THE PARTY OF THE PARTY OF

Photography Neg. No (Roll No./Frame No.):

0659000755

Bell Heirs of Sarah A Add, Block 13 Lot 9-10

Supplemental Map(s)

Acreage 0.33

IDENTIFICATION SECTION

Survey Name: South Lake Union Streetcar

Field Recorder: K. Campbell, R. Jackson

**Date Recorded:** 12/15/2004

Owner's Name:

Owner Address:

City/State/Zip:

Richard Lea

230 40th E

Seattle, WA 98112

Classification: Building

**Resource Status** Survey/Inventory

Comments

Within a District? No

Contributing?

**National Register Nomination:** 

Local District:

National Register District/Thematic Nomination Name:

**DESCRIPTION SECTION** 

Historic Use: Commerce/Trade - Business

Current Use: Health Care - Clinic

Plan: Square No. of Stories: 2

Structural System: Concrete - Poured

Changes to plan: Intact

Changes to interior: Unknown

Style

Form/Type

Changes to original cladding:

Intact

Changes to other:

Vernacular

Commercial

Changes to windows: Slight

Other (specify):

Page 1 of 2

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#### Craftsman Press

at 2015 8th Ave, Seattle, WA 98121

Cladding Stone - Ashlar/Cut	<b>Foundation</b> <u>Concrete - Poured</u>	Roof Material <u>Unknown</u>	Roof Type  Flat with Parapet
NARRATIVE SECTION		Date Of Construction: 1925	
Study Unit	Other	Architect:	
Architecture/Landscape Architecture		Builder:	
Commerce		Engineer:	
Property appear	ars to meet criteria for the National Re	gister of Historic Places: <u>Yes</u>	
Property is loc	ated in a potential historic district (Na	ional and/or local): <u>No</u>	
Property poter	ntially contributes to a historic district	(National and/or local):	

#### Statement of Significance

The Craftsman Press building was designed by architect Henry Bittman. The original use of this structure is unknown. The first documented use is from 1937, where the Polk directories suggest this building was occupied by the Transport Motor Co. garage (Polk 1937, 1938). In 1940 the building was vacant (Polk 1940). In the late 1940s and into the 1950s the building housed the Craftsman Press (Polk 1943/44, 1948/49, Sanborn Insurance Map 1951). The building is an example of the decorative detailing often found on larger commercial buildings, but not common on buildings of this scale. This building is one of a few remaining examples of this architectural style in the project area and appears to meet the eligibility criteria for listing in the National Register of Historic Places (local significance).

#### Description of Physical Appearance

The Craftsman Press building is a two-story concrete building constructed in 1925. It is clad in stone tiles and has decorative twisted pilasters and corbels. The cornice contains an elaborate series of small decorative corbels arches. Windows on the ground floor are steel and are original. Upper story windows are the original 6/6 double hung sashes in wood frames. The entry has been altered and two entries in newer frames are now present. An original garage door remains in the alley. The rear of the building has been complete altered with stucco cladding and removal of all decorative elements.

#### Major Bibliographic References

1937 City Directory of Seattle. R. L. Polk & Co., Seattle 1938 City Directory of Seattle. R. L. Polk & Co., Seattle 1940 City Directory of Seattle. R. L. Polk & Co., Seattle 1943/44 City Directory of Seattle. R. L. Polk & Co., Seattle

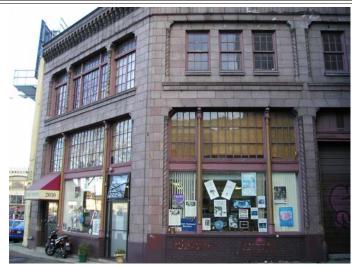
1948/49 City Directory of Seattle. R. L. Polk & Co., Seattle

Sanborn Insurance Company

Polk. R. L.

1951 Sanborn Fire Insurance Maps of City of Seattle, Washington, 1905-Mar. 1951. Sanborn Insurance Co., New York.

Page 2 of 2 Printed on 2/3/2005 2:26:28 PM



View of taken <u>12/15/2004</u>

Photography Neg. No (Roll No./Frame No.):

Comments:

View of taken

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Comments:

View of taken

Photography Neg. No (Roll No./Frame No.):

Comments:

View of taken

Photography Neg. No (Roll No./Frame No.):

#### Westlake Tire Market

at 2027 Westlake Ave. Seattle, WA 98121

LOCATION SECTION

Field Site No. 19

OAHP No.:

Historic Name: Westlake Tire Market

T25R04E

Common Name: Fantasy Ltd.

Property Address: 2027 Westlake Ave, Seattle, WA 98121

Comments:

County King

Township/Range/EW Section 1/4 Sec 1/4 1/4 Sec NE

Quadrangle SEATTLE SOUTH **UTM Reference** 

Zone: 10 Spatial Type: Point

Acquisition Code: TopoZone.com

Sequence:

View of

Comments:

1 Easting: 549725

Northing: <u>5273812</u>

Tax No./Parcel No.

Plat/Block/Lot

Supplemental Map(s)

Acreage 80.0

0659000730

Bell Heirs of Sarah A Add, Block 13 Lot 4-5

IDENTIFICATION SECTION

Survey Name: South Lake Union Streetcar

Field Recorder: K. Campbell, R. Jackson

**Date Recorded:** 12/15/2004

Owner's Name:

Owner Address:

City/State/Zip:

M I C Limited

2027 Westlake Avenue

Seattle, WA 98121

Classification: Building

**Resource Status** Survey/Inventory

Comments

Within a District? No

Contributing?

**National Register Nomination:** 

Local District:

National Register District/Thematic Nomination Name:

**DESCRIPTION SECTION** 

Historic Use: Commerce/Trade - Business

Current Use: Commerce/Trade - Business

Plan: Triangular No. of Stories: 2

Structural System: Brick

Changes to plan: Intact

Changes to interior: Unknown

Vernacular

Form/Type

Changes to original cladding:

Slight

Changes to other: Moderate Other (specify): entries changed Style

Commercial

Photography Neg. No (Roll No./Frame No.):

Changes to windows: Extensive

Page 1 of 2

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#### Westlake Tire Market

at 2027 Westlake Ave, Seattle, WA 98121

Cladding	Foundation	Roof Material	Roof Type
Stucco	<u>Concrete - Poured</u>	<u>Unknown</u>	<u>Flat with Parapet</u>
NARRATIVE SECTION		Date Of Construction: 1924	
Study Unit	Other	Architect:	
Commerce		Builder:	
<u>Transportation</u>		Engineer:	
Property a	ppears to meet criteria for the National Re	gister of Historic Places: <u>No</u>	
Property is	s located in a potential historic district (Na	ional and/or local): <u>No</u>	
Property n	otentially contributes to a historic district	(National and/or local):	

#### Statement of Significance

During the 1920s and 1930s, the South Lake Union area in general and Westlake Avenue in particular developed as an automobile-oriented area, with new and used car dealerships, repair shops, tire shops, service stations, and an automobile assembly plant. Practically every store along the corridor housed an auto-oriented business at some time, anchored by the Ford Assembly Plant at Valley and Fairview, and the William O. McKay Ford Dealership at Valley and Westlake.

The Westlake Tire Market was an auto-oriented business established in 1924 as Kennedy and Heagy Tires (Polk 1924). By 1930 it was known as the Westlake Tire Market, still run by Proctor M. Kennedy (Polk 1930), and also contained the Westlake Grocery. By 1940, the grocery had been replaced by Landis Forbes & Co. wholesale paints (Polk 1940). By 1943/44, the building had been converted to Jorgensen's Fountain Restaurant and Bakery (Polk 1943/44), a use that continued into the 1950s (Sanborn Insurance Co. 1951). It currently contains an adult entertainment store.

While this building was associated with the auto-oriented development of the 1920s, it has been greatly modified from its original form with changes to plan and windows. It does not appear to meet the criteria of eligibility for listing in the National Register of Historic Properties.

### Description of Physical Appearance

The Westlake Tire Market is a two-story brick building built in 1924. The castellated parapet is original, although it has been modified slightly. The entries have been altered from the original, as the historic photo shows the entry on the apex of the building. Currently, the entrance is on the Westlake Avenue side. Awnings and exterior lighting have been added, and most of the windows have been replaced.

#### Major Bibliographic References

Polk, R. L.

1924 City Directory of Seattle. R. L. Polk & Co., Seattle

1930 City Directory of Seattle. R. L. Polk & Co., Seattle

1940 City Directory of Seattle. R. L. Polk & Co., Seattle

1943/44 City Directory of Seattle. R. L. Polk & Co., Seattle

Sanborn Insurance Company

1951 Sanborn Fire Insurance Maps of City of Seattle, Washington, 1905-Mar. 1951. Sanborn Insurance Co., New York.



Photography Neg. No (Roll No./Frame No.):

Comments:

View of taken

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Comments:

View of taken

Photography Neg. No (Roll No./Frame No.):

Comments:

View of taken

Photography Neg. No (Roll No./Frame No.):

### Larned Apartments

at 2030 7th Ave. Seattle. WA 98121

LOCATION SECTION

Field Site No. 20

OAHP No.:

Historic Name: Larned Apartments

**Common Name:** 

Property Address: 2030 7th Ave, Seattle, WA 98121

Comments:

County

Township/Range/EW Section 1/4 Sec 1/4 1/4 Sec

**UTM Reference** 

Sequence:

King

T25R04E

ΝE

SEATTLE SOUTH

Zone: 10 Spatial Type: Point

Acquisition Code: TopoZone.com

1 Easting: 549720

Northing: 5273848

Tax No./Parcel No.

Plat/Block/Lot

Quadrangle

0659000740

Bell Heirs of Sarah A Add, Block 13 Lot 6

Supplemental Map(s)

Acreage 0.13

IDENTIFICATION SECTION

Survey Name: South Lake Union Streetcar

Field Recorder: K. Campbell, R. Jackson

**Date Recorded:** 12/15/2004

Owner's Name:

Owner Address:

City/State/Zip:

Capitol Hill Housing Improv. 1406 10th Seattle, WA 98122

Classification: Building

**Resource Status** Survey/Inventory

Comments

Within a District? No

Contributing?

**National Register Nomination:** 

Local District:

National Register District/Thematic Nomination Name:

**DESCRIPTION SECTION** 

Historic Use: Domestic - Hotel

Current Use: Domestic - Multiple Family House

Plan: Irregular No. of Stories: 3

Structural System: Brick

Changes to original cladding:

Changes to plan: Intact

Changes to interior: Unknown

Style

Vernacular

View of

taken 12/15/2004

Photography Neg. No (Roll No./Frame No.):

Comments:

Form/Type Commercial

Changes to windows: Moderate

Intact

Other (specify):

Changes to other:

Page 1 of 2

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### Larned Apartments

at 2030 7th Ave, Seattle, WA 98121

Cladding Foundation **Roof Material** Roof Type Brick Concrete - Poured Unknown Flat with Parapet Date Of Construction: 1909 NARRATIVE SECTION Architect: Study Unit Other Architecture/Landscape Architecture Builder: Commerce Engineer: Property appears to meet criteria for the National Register of Historic Places: Yes Property is located in a potential historic district (National and/or local):

Property potentially contributes to a historic district (National and/or local):

#### Statement of Significance

The Larned Apartments were constructed in 1909 and is one of the few remaining examples of buildings in the project area from this time period. From 1910 to at least 1912, the Ainslie Boyd Co. occupied the ground floor, selling building materials (Polk 1910, 1912). By 1915, the Ainslie Boyd Co. had become the Frederick Boyd Co. and L. B. Gullett, House Mover, had moved into the building. The Tinney Furniture Co. occupied the building between 1925 and 1937 (Polk 1925, 1937). The Hotel Larned opened in 1938 (Polk 1938) and continued to operate there through the 1950s (Sanborn Insurance Co. 1951). The Acme Restaurant Supply Co. opened in 1938 and remained through the 1940s (Polk 1943/44, 1948/49). Funes Furniture Co. opened in 1948/49. The building is currently mixed use, with retail on the ground floor and apartments above.

The Larned Apartments exemplify a turn of the century building style and method of construction that is relatively unique to the project area. Despite some minor modifications to ground floor windows, the building retains historic integrity and appears to meet the criteria of eligibility for listing in the National Register of Historic Places.

#### Description of Physical Appearance

The Larned Apartments is a three-story brick building built in 1924. The building is rectangular in plan although is truncated at the southeast corner. Some decorative elements are evident in the peaked parapet, cornice, and in the metal disks fixed to the exterior. Windows on the ground floor have been replaced; other upper story windows are original. Cladding is intact. Form and detail reflect Buildings 46 and 70.

#### Major Bibliographic References

Polk, R. L.

1910 City Directory of Seattle. R. L. Polk & Co., Seattle

1912 City Directory of Seattle. R. L. Polk & Co., Seattle

1925 City Directory of Seattle. R. L. Polk & Co., Seattle

1937 City Directory of Seattle. R. L. Polk & Co., Seattle

1938 City Directory of Seattle. R. L. Polk & Co., Seattle 1943/44 City Directory of Seattle. R. L. Polk & Co., Seattle

1948/49 City Directory of Seattle. R. L. Polk & Co., Seattle

Sanborn Insurance Company

1951 Sanborn Fire Insurance Maps of City of Seattle, Washington, 1905-Mar. 1951. Sanborn Insurance Co., New York.

Page 2 of 2 Printed on 2/18/2005 3:24:59 PM



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Comments:

View of taken

Photography Neg. No (Roll No./Frame No.):

Comments:



View of taken <u>12/15/2004</u>

Photography Neg. No (Roll No./Frame No.):

Comments:

View of taken

Photography Neg. No (Roll No./Frame No.):

Transport Motor Co.

at 2030 8th Ave. Seattle. WA 98121

LOCATION SECTION

Field Site No. 22

OAHP No.:

Historic Name: <u>Transport Motor Co.</u>

Common Name: Cosmopolitan Motors

Property Address: 2030 8th Ave, Seattle, WA 98121

Comments:

County

Township/Range/EW Section 1/4 Sec 1/4 1/4 Sec Quadrangle **UTM Reference** 

King

T25R04E

ΝE

SEATTLE SOUTH

Zone: 10 Spatial Type: Point

Acquisition Code: TopoZone.com

Sequence:

1 Easting: 549781

Northing: 5273899

Tax No./Parcel No.

Plat/Block/Lot

Supplemental Map(s)

Acreage

0660000575

Bell Heirs of Sarah A Add, Block 25 Lot 5-6

0.35

IDENTIFICATION SECTION

Survey Name: South Lake Union Streetcar

Field Recorder: K. Campbell, R. Jackson

**Date Recorded:** 12/15/2004

Owner's Name:

Owner Address:

City/State/Zip:

Cascadia Holdings LLC

2030 8th Avenue

Seattle, WA 98121

Classification: Building

**Resource Status** Survey/Inventory

Comments

Within a District? No

Contributing?

**National Register Nomination:** 

Local District:

National Register District/Thematic Nomination Name:

**DESCRIPTION SECTION** 

Historic Use: Commerce/Trade - Business

Current Use: Commerce/Trade - Business

Plan: Square No. of Stories: 2

Structural System: Concrete - Poured

Changes to plan: Intact

Changes to interior: Unknown

Style

Vernacular

Form/Type Commercial

Changes to original cladding: Intact Changes to windows: Moderate

Other (specify):

Changes to other:

View of

taken 12/15/2004

Photography Neg. No (Roll No./Frame No.):

Comments:

Page 1 of 2

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### Transport Motor Co.

Property potentially contributes to a historic district (National and/or local):

at 2030 8th Ave, Seattle, WA 98121

Cladding Stone - Ashlar/Cut	Foundation Concrete - Poured	Roof Material <u>Unknown</u>	Roof Type <u>Flat with Parapet</u>	
NARRATIVE SECTION		Date Of Construction: 1925		
Study Unit	Other	Architect:		
Commerce		Builder:		
<u>Transportation</u> <u>Architecture/Landscape Architecture</u>	<u>e</u>	Engineer:		
Property appears to meet criteria for the National Register of Historic Places: Yes				
Property is located in a potential historic district (National and/or local): No				

#### Statement of Significance

During the 1920s and 1930s, the South Lake Union area in general and Westlake Avenue in particular developed as an automobile-oriented area, with new and used car dealerships, repair shops, tire shops, service stations, and an automobile assembly plant. Practically every store along the corridor housed an auto-oriented business at some time, anchored by the Ford Assembly Plant at Valley and Fairview, and the William O. McKay Ford Dealership at Valley and Westlake.

The original use of this building is unknown. By 1937, the building housed the Transport Motor Co. (with garages in Building 18) (Polk 1937). An ad from the Transport Motor Co. offers "Hudson-Terraplane Fine Motor Cars" (Polk 1937). By 1943/44, the building had been converted to Northwest Floor Coverings and the Sloane-Blabon Corp., linoleum manufacturers (Polk 1943/44). By 1948/49, the building housed the Murray B. Marsh Co. wholesale rugs and Mohawk Carpet Mills, which occupied the structure into the 1950s (Polk 1948/49, Sanborn Insurance Co. 1951). Traces of a stencil of "Silver Star Motor Cars" are still visible on the building, suggesting it converted back to a car dealership prior to the establishment of the current occupant, Cosmopolitan Motors. This current business sells vintage automobiles.

Cosmopolitan Motors is well-preserved example of a tile-clad commercial building from the 1920s. It has a unique window style and recent modifications could be restored to the historic style. The building appears to meet the eligibility criteria for listing in the National Register of Historic Places (local significance).

### Description of Physical Appearance

The Transport Motor Co. is a two-story concrete building constructed in 1926. It is clad in stone tile and has distinctive arched window frames. The second story windows are original while the ground floor windows have been replaced with aluminum. The cornice is decorated with a diagonal tile pattern and numerous small arches that have been painted in a multi-color scheme. The main customer entrance is on 8th Avenue and is a deeply recessed set of double wood frame doors with daylights. There are garage entrances on 8th Avenue and on Lenora Street. The Lenora Street garages are part of a separate business, Durham Upholstery. Parking is underground.

#### Major Bibliographic References

Polk, R. L. 1937 City Directory of Seattle. R. L. Polk & Co., Seattle 1943/44 City Directory of Seattle. R. L. Polk & Co., Seattle 1948/49 City Directory of Seattle. R. L. Polk & Co., Seattle

Sanborn Insurance Company

1951 Sanborn Fire Insurance Maps of City of Seattle, Washington, 1905-Mar. 1951. Sanborn Insurance Co., New York.

Printed on 2/3/2005 2:28:53 PM



Photography Neg. No (Roll No./Frame No.):

Comments:



View of taken <u>12/15/2004</u>

Photography Neg. No (Roll No./Frame No.):

Comments:



View of taken <u>12/15/2004</u>

Photography Neg. No (Roll No./Frame No.):

Comments:

View of taken

Photography Neg. No (Roll No./Frame No.):

### Westlake Chevrolet

at 2118 Westlake Ave. Seattle, WA 98121

LOCATION SECTION

Field Site No. 23

OAHP No.:

Historic Name: Westlake Chevrolet

Common Name: Enterprise Rental Car

Property Address: 2118 Westlake Ave, Seattle, WA 98121

Comments:

County

Township/Range/EW Section 1/4 Sec 1/4 1/4 Sec Quadrangle **UTM Reference** 

King

T25R04E

ΝE

SEATTLE SOUTH

Zone: 10 Spatial Type: Point Sequence:

Acquisition Code: TopoZone.com

Tax No./Parcel No.

1 Easting: 549740

Northing: 5273970

Plat/Block/Lot

Supplemental Map(s)

Enterprise

Photography Neg. No (Roll No./Frame No.):

0660000540

Bell Heirs of Sarah A Add, Block 24 Lot 10

Acreage 0.16

IDENTIFICATION SECTION

Survey Name: South Lake Union Streetcar

Field Recorder: K. Campbell, R. Jackson

**Date Recorded:** 12/15/2004

Owner's Name:

Owner Address:

City/State/Zip:

Howard & Dorcas Anderson 2118 Westlake Ave Seattle, WA 98121

Classification: Building

**Resource Status** Survey/Inventory

Comments

Within a District? No

Contributing?

**National Register Nomination:** 

Local District:

National Register District/Thematic Nomination Name:

**DESCRIPTION SECTION** 

Historic Use: Commerce/Trade - Business

Current Use: Commerce/Trade - Business

Plan: Rectangle No. of Stories: 1

Structural System: Concrete - Poured

Changes to plan: Intact

Changes to interior: Unknown

Style

Form/Type

Changes to original cladding:

Intact

Changes to other:

Vernacular

View of

Comments:

Commercial

Changes to windows: Intact

Other (specify):

Page 1 of 2

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taken 12/15/2004

# Westlake Chevrolet

at 2118 Westlake Ave, Seattle, WA 98121

Cladding	Foundation	Roof Material	Roof Type
Stucco	<u>Concrete - Poured</u>	<u>Unknown</u>	Flat with Parapet
NARRATIVE	SECTION	Date Of Construction: 19	- — — — — — — — — — — — — — — — — — — —
Study Unit	Other	Architect:	
Commerce		Builder:	
Transportation		Engineer:	
	Property appears to meet criteria for the National Reg	ister of Historic Places: No	
	Property is located in a potential historic district (Nati	ional and/or local): <u>No</u>	
	Property potentially contributes to a historic district (	National and/or local):	
Statement of Significance	This building originally housed Westlake Chevrolet. This is an and storefronts, and does not appear to meet eligibility criteria		with no particular architectural style. It has undergone modifications to entries Historic Places.
Description of Physical Appearance	doors. The doorframe is rounded, reminiscent of the Art Mod	lerne style. The building has been sub-	teel frame picture windows and a recessed entry with aluminum frame double advided internally and now contains two businesses with separate entries and ojects from the roof. Fitting remnants suggest this once held a neon sign.
Major Bibliographic References	Sanborn Insurance Company 1951 Sanborn Fire Insurance Maps of City of Seattle, Washin	igton, 1905-Mar. 1951. Sanborn Insura	ance Co., New York.

Page 2 of 2 Printed on 2/18/2005 3:30:05 PM



View of	taken	<u>12/15/2004</u>

Photography Neg. No (Roll No./Frame No.): Comments:

View of taken

Photography Neg. No (Roll No./Frame No.):

Comments:

View of taken

Photography Neg. No (Roll No./Frame No.):

Comments:

View of taken

Photography Neg. No (Roll No./Frame No.):

### at 2120 Westlake Ave. Seattle, WA 98121

LOCATION SECTION

Field Site No. 24

OAHP No.:

**Historic Name:** 

Common Name: Retail Stores

Property Address: 2120 Westlake Ave, Seattle, WA 98121

Comments:

County King

T25R04E

Township/Range/EW Section 1/4 Sec 1/4 1/4 Sec ΝE

Quadrangle SEATTLE SOUTH **UTM Reference** 

Zone: 10 Spatial Type: Point

Acquisition Code: TopoZone.com

Sequence:

1 Easting: 549735

Northing: <u>5274016</u>

Tax No./Parcel No.

Plat/Block/Lot

0660000525

Supplemental Map(s)

Acreage 0.15

Bell Heirs of Sarah A 2nd Add, Block 24 Lot 7-9

IDENTIFICATION SECTION

Survey Name: South Lake Union Streetcar

Field Recorder: K. Campbell, R. Jackson

**Date Recorded: 12/15/2004** 

Owner's Name:

Owner Address:

City/State/Zip:

Attila Cetincelik

7404 44th SW

Seattle, WA 98136

Classification: Building

**Resource Status** 

Survey/Inventory

Comments

Within a District? No

Contributing?

**National Register Nomination:** 

Local District:

National Register District/Thematic Nomination Name:

**DESCRIPTION SECTION** 

Historic Use: Commerce/Trade - Business

Current Use: Commerce/Trade - Business

Plan: Triangular No. of Stories: 1

Structural System: Concrete - Poured

Changes to plan: Intact Changes to original cladding: Changes to interior: Unknown

Style

Comments:

Photography Neg. No (Roll No./Frame No.):

View of

Form/Type

Changes to windows: Intact

**Extensive** 

Other (specify):

Changes to other:

Vernacular

Commercial

Page 1 of 2

Printed on 2/3/2005 2:30:35 PM

taken 12/15/2004

# at 2120 Westlake Ave, Seattle, WA 98121

Cladding	Foundation	Roof Material	Roof Type
<u>Concrete</u>	<u>Concrete - Poured</u>	<u>Unknown</u>	<u>Flat with Parapet</u>
NARRATIVE	SECTION	Date Of Construction: 1909	
Study Unit	Other	Architect:	
Commerce		Builder:	
		Engineer:	
	Property appears to meet criteria for the National F	Register of Historic Places: No	
	Property is located in a potential historic district (N	National and/or local): <u>No</u>	
	Property potentially contributes to a historic distric	ct (National and/or local):	
Statement of Significance	Tires, and Comfy Auto Top (Polk 1925), typical of the auto	o-oriented commercial nature of the Westlake con pand a wholesale paper shop. By the 1940s,	ned Edward Hezel Auto Repair, Neal DeYoung Tires, Waldermar Engel prridor. By 1930, the building housed the Owl Tire Shop. A restaurant most of the stores had converted to building materials, paint and paper, thers.
			e corridor. However, the building does not exhibit any particular and does not appear to meet the eligibility criteria for listing in the
Description of Physical Appearance		panes with daylights. Above each entrance is a	with a separate entrance. Entries are recessed, single wooden doors n arched window with four separate panes. Cladding is large stone tile. ginal – cladding has been altered.
Major Bibliographic References	Polk, R. L. 1925 City Directory of Seattle. R. L. Polk & Co., Seattle 1940 City Directory of Seattle. R. L. Polk & Co., Seattle		

Page 2 of 2 Printed on 2/3/2005 2:30:37 PM



Photography Neg. No (Roll No./Frame No.):

Comments:

View of taken

Photography Neg. No (Roll No./Frame No.):

Comments:



 View of rear
 taken
 12/15/2004

Photography Neg. No (Roll No./Frame No.):

Comments:

View of taken

Photography Neg. No (Roll No./Frame No.):

Farrell Lumber

at 2115 Westlake Ave. Seattle, WA 98121

LOCATION SECTION

Field Site No. 25

OAHP No.:

Historic Name: Farrell Lumber

**Common Name:** 

Property Address: 2115 Westlake Ave, Seattle, WA 98121

Comments:

County

Township/Range/EW Section 1/4 Sec 1/4 1/4 Sec

Quadrangle

**UTM Reference** 

King

T25R04E

ΝE

SEATTLE SOUTH

Zone: 10 Spatial Type: Point

Acquisition Code: TopoZone.com

CHEVROLET

Sequence:

1 Easting: 549709

Northing: <u>5273955</u>

Tax No./Parcel No.

Plat/Block/Lot

0660000500

Supplemental Map(s)

Acreage 0.07

Bell Heirs of Sarah A 2nd Add, Block 24 Lot 3-4

IDENTIFICATION SECTION

Survey Name: South Lake Union Streetcar

Field Recorder: K. Campbell, R. Jackson

**Date Recorded:** 12/15/2004

Owner's Name:

Owner Address:

City/State/Zip:

Vanir LLC

2115 Westlake Ave

Seattle, WA 98121

Classification: Building

**Resource Status** Survey/Inventory

Comments

Within a District? No

Contributing?

**National Register Nomination:** 

Local District:

National Register District/Thematic Nomination Name:

**DESCRIPTION SECTION** 

Historic Use: Commerce/Trade - Business

Current Use: Vacant/Not in Use

Plan: Triangular No. of Stories: 1

Structural System: Concrete - Poured

Changes to plan: Intact

Changes to interior: Unknown

Style

Photography Neg. No (Roll No./Frame No.):

View of

Comments:

Form/Type

Changes to original cladding: Intact

Changes to other:

Vernacular

Commercial

Changes to windows: Extensive

Other (specify):

Page 1 of 2

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taken 12/15/2004

# Farrell Lumber

1943/44 City Directory of Seattle. R. L. Polk & Co., Seattle

at 2115 Westlake Ave, Seattle, WA 98121

,	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,			
Cladding Concrete - Poure	<u>d</u>	Foundation Concrete - Poured	Roof Material <u>Unknown</u>	Roof Type  Flat with Parapet
NARRATIVE	SECTION		Date Of Construction: 1920	
Study Unit	O	other	Architect:	
Commerce			Builder:	
Manufacturing/In	<u>dustry</u>		Engineer:	
	Property appears to mee	t criteria for the National R	egister of Historic Places: No	
	Property is located in a p	potential historic district (N	lational and/or local): <u>No</u>	
	Property potentially con-	tributes to a historic distric	et (National and/or local):	
Statement of Significance	This building was originally the Farrell Lumber Co, opened in 1920 by Lee Farrell (Polk 1920, 1925). By 1925, the building also contained Rowland & Clark Auto Dealers (Polk 1925). In 1930 directories list Central Used Car Company at this address (Polk 1930). By 1936 the building housed Joseph H. Blaustein Tire Repair. In 1943 or 44, the store changed to Owl Tire Repair, which can be seen in the 1946 photo Polk 1943/44). Pittmon Auto Finance was in place by the time the photos were taken in 1946. The building currently contains a dental office and half the space is currently vacant.			
				dows and doors have all been replaced, greatly altering the appearance or to meet eligibility criteria for listing in the National Register of Historic
Description of Physical Appearance				re are decorative elements framing the windows and doors, which can age doors serving the 1920s and 1930s auto-oriented businesses have
Major Bibliographic References	Polk, R. L. 1920 City Directory of Seattle. 1925 City Directory of Seattle.	R. L. Polk & Co., Seattle		

Page 2 of 2 Printed on 2/18/2005 3:32:10 PM



Photography Neg. No (Roll No./Frame No.):

Comments:

View of taken

Photography Neg. No (Roll No./Frame No.):

Comments:

View of taken

Photography Neg. No (Roll No./Frame No.):

Comments:

View of taken

Photography Neg. No (Roll No./Frame No.):

Moss Building

at 2121 Westlake Ave. Seattle, WA 98121

LOCATION SECTION

Field Site No. 26

OAHP No.:

Historic Name: Moss Building

**Common Name:** 

Property Address: 2121 Westlake Ave, Seattle, WA 98121

Comments:

County

Township/Range/EW Section 1/4 Sec 1/4 1/4 Sec Quadrangle **UTM Reference** 

T25R04E King

ΝE SEATTLE SOUTH Zone: 10 Spatial Type: Point Sequence:

Acquisition Code: TopoZone.com

1 Easting: 549679

Northing: 5273996

Tax No./Parcel No.

Plat/Block/Lot

Supplemental Map(s)

Acreage

0660000515

Bell Heirs of Sarah A 2nd Add, Block 24 Lot 6-7

0.21

IDENTIFICATION SECTION

Survey Name: South Lake Union Streetcar

Field Recorder: K. Campbell, R. Jackson

**Date Recorded:** 12/15/2004

Owner's Name:

Owner Address:

City/State/Zip:

Other LLC

2121 Westlake Ave

Seattle, WA 98121

Classification: Building

**Resource Status** 

Survey/Inventory

Comments

Within a District?

Contributing?

**National Register Nomination:** 

Local District:

National Register District/Thematic Nomination Name:

**DESCRIPTION SECTION** 

Historic Use: Commerce/Trade - Business

Current Use: Commerce/Trade - Business

Plan: Irregular No. of Stories: 2

Structural System: Brick

Changes to plan: Intact

Changes to interior: Unknown

Style Vernacular Form/Type

Changes to original cladding: Moderate

Changes to windows: Moderate

Other (specify):

Changes to other:

View of

taken 12/15/2004

Printed on 2/3/2005 2:32:06 PM

Photography Neg. No (Roll No./Frame No.):

Comments:

Page 1 of 2

Commercial

### Moss Building

at 2121 Westlake Ave, Seattle, WA 98121

Cladding Brick	<b>Foundation</b> Concrete - Poured	Roof Material Unknown	Roof Type
		<u> </u>	<u>Flat with Parapet</u>
NARRATIVE SEC	TION	Date Of Construction: 1925	
Study Unit	Other	Architect:	
Commerce		Builder:	
Transportation		Engineer:	
	Property appears to meet criteria for the National	al Register of Historic Places: No	
	Property is located in a potential historic district	t (National and/or local): <u>No</u>	
	Property potentially contributes to a historic dis	trict (National and/or local):	

#### Statement of Significance

During the 1920s and 1930s, the South Lake Union area in general and Westlake Avenue in particular developed as an automobile-oriented area, with new and used car dealerships, repair shops, tire shops, service stations, and an automobile assembly plant. Practically every store along the corridor housed an auto-oriented business at some time, anchored by the Ford Assembly Plant at Valley and Fairview, and the William O. McKay Ford Dealership at Valley and Westlake.

The original use of the Moss Building is unknown. By 1930, the building contained Blaustein's Tire Shop, which later moved to Building 25, and the United Transfer and Storage Co. (Polk 1930). By 1937, the building contained Columbia Distributors (oil distributors), and Houston's Upholstery Co. (Polk 1937). In 1938 the Eclipse Venetian Blind Co. opened (Polk 1938). By 1940 the building contained Packard Bell Washington (wholesale radios) (Polk 1940). Most of these stores were in business through the 1940s (Polk 1943/44, 1948/49). Sanborn Insurance Maps in 1951 describe the building as general storage (Sanborn Insurance Co. 1951).

The Moss Building has been extensively modified with a new rear entrance, windows, and doors. It no longer retains integrity and does not appear to meet eligibility criteria for listing in the National Register of Historic Places.

#### Description of Physical Appearance

The Moss Building is a two-story brick structure built in 1925. The ground floor consists of auto service bays, which may have been a later addition judging from the sidewalk and curb modifications. The upper story contains office space and has the original steel frame windows. There is minimal detailing on the parapet. The rear of the building (8th Avenue side) has been extensively altered, with the addition of a new entrance, aluminum frame windows and doors, and a brick staircase. Some of the windows on the Blanchard and Westlake facades have been altered as well. There is an original roll up garage door on Blanchard Street. The building is currently an auto repair shop. Traces of "Moss Building" are visible over the main entrance.

#### Major Bibliographic References

Polk, R. L.
1930 City Directory of Seattle. R. L. Polk & Co., Seattle
1937 City Directory of Seattle. R. L. Polk & Co., Seattle
1938 City Directory of Seattle. R. L. Polk & Co., Seattle
1940 City Directory of Seattle. R. L. Polk & Co., Seattle
1943/44 City Directory of Seattle. R. L. Polk & Co., Seattle
1948/49 City Directory of Seattle. R. L. Polk & Co., Seattle

Sanborn Insurance Company

1951 Sanborn Fire Insurance Maps of City of Seattle, Washington, 1905-Mar, 1951. Sanborn Insurance Co., New York,



 View of rear
 taken
 12/15/2004

Photography Neg. No (Roll No./Frame No.):

Comments:

View of taken  $\frac{12/15/2004}{}$ 

Photography Neg. No (Roll No./Frame No.):

Comments:

View of taken

Photography Neg. No (Roll No./Frame No.):

Comments:

View of taken

Photography Neg. No (Roll No./Frame No.):

### Gaudy Company

at 114 Westlake Ave N. Seattle, WA 98109

LOCATION SECTION

Field Site No. 28

OAHP No.:

Historic Name: Gaudy Company

Common Name: Service First Collision

Property Address: 114 Westlake Ave N, Seattle, WA 98109

Comments:

County

Township/Range/EW Section 1/4 Sec 1/4 1/4 Sec

Quadrangle

**UTM Reference** 

King

T25R04E

SE

SEATTLE SOUTH

Zone: 10 Spatial Type: Point Sequence:

Acquisition Code: TopoZone.com

1 Easting: 549724

Northing: <u>5274173</u>

Tax No./Parcel No.

Plat/Block/Lot

1986200330

Dennys D T 5th ADD Blk 98 Lot 9

Supplemental Map(s) Acreage

0.15

IDENTIFICATION SECTION

Survey Name: South Lake Union Streetcar

Field Recorder: K. Campbell, R. Jackson

**Date Recorded:** 12/15/2004

Owner's Name:

Owner Address:

City/State/Zip:

Brotherton, William

114 Westlake Ave N

Seattle, WA 98109

Classification: Building

**Resource Status** Survey/Inventory

Comments

Within a District? No

Contributing?

**National Register Nomination:** 

Local District:

National Register District/Thematic Nomination Name:

**DESCRIPTION SECTION** 

Historic Use: Commerce/Trade - Business

Current Use: Commerce/Trade - Business

Plan: Rectangle No. of Stories: 3

Structural System: Concrete - Block

Changes to plan: Intact

Changes to interior: Unknown

Style

Form/Type

Changes to original cladding: Slight

Changes to windows: Moderate

Changes to other:

Vernacular

Other (specify):



View of

taken 12/15/2004

Comments:

Photography Neg. No (Roll No./Frame No.):

Commercial

# Gaudy Company

# at 114 Westlake Ave N, Seattle, WA 98109

miromony mo	port for		
Cladding	Foundation	Roof Material	Roof Type
<u>Concrete</u>	<u>Concrete - Poured</u>	<u>Unknown</u>	<u>Flat with Parapet</u>
NARRATIVE	SECTION	Date Of Construction: 1925	
Study Unit	Other	Architect:	
Commerce		Builder:	
Transportation		Engineer:	
	Property appears to meet criteria for the National Re	gister of Historic Places: No	
	Property is located in a potential historic district (Na	tional and/or local): <u>No</u>	
	Property potentially contributes to a historic district	(National and/or local):	
Statement of Significance	During the 1920s and 1930s, the South Lake Union area in general and Westlake Avenue in particular developed as an automobile-oriented area, with new and used car dealerships, repair shops, tire shops, service stations, and an automobile assembly plant. Practically every store along the corridor housed an auto-oriented business at some time, anchored by the Ford Assembly Plant at Valley and Fairview, and the William O. McKay Ford Dealership at Valley and Westlake.		
	Typical of this period, the Service First Collision building orig User Car Co. (Polk 1930). By 1940, it was Feek Brothers In		dealers (Polk 1925). By 1930, the company had changed to the Guaranteed Boy Paint Co. and National Lead Co. (Polk 1948/49).
	While the building exemplifies the concrete and steel warehostorefronts/garages, and no longer retains integrity. The building		has been extensively modified with new windows, doors, and iteria for listing in the National Register of Historic Places.
Description of Physical Appearance	second floor, south elevation, have been bricked in. Along \	Westlake, the second floor windows are int	g of this area, pilastered with steel frame windows. The windows on the lact, but the first floor has new entrances, and the transom windows have a luminum, and the awning is new. The cladding on the first floor has been
Major Bibliographic References	Polk, R. L. 1925 City Directory of Seattle. R. L. Polk & Co., Seattle 1930 City Directory of Seattle. R. L. Polk & Co., Seattle 1948/49 City Directory of Seattle. R. L. Polk & Co., Seattle		

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Photography Neg. No (Roll No./Frame No.):

Comments:

View of taken

Photography Neg. No (Roll No./Frame No.):

Comments:

View of taken

Photography Neg. No (Roll No./Frame No.):

Comments:

View of taken

Photography Neg. No (Roll No./Frame No.):

LOCATION SECTION

Field Site No. 29

OAHP No.:

**Historic Name:** 

Common Name: C H Holderby Co

Property Address: 120 Westlake Ave N, Seattle, WA 98109

Comments:

County

Township/Range/EW Section 1/4 Sec 1/4 1/4 Sec

Quadrangle

**UTM Reference** 

T25R04E King

SE

SEATTLE SOUTH

Zone: 10 Spatial Type: Point Sequence:

Acquisition Code: TopoZone.com

1 Easting: 549719

Tax No./Parcel No.

Plat/Block/Lot

Northing: 5274193

1986200335

Supplemental Map(s)

Acreage

Dennys D T 5th Add Blk 98 Lot 10

IDENTIFICATION SECTION

Survey Name: South Lake Union Streetcar

Field Recorder: K. Campbell, R. Jackson

**Date Recorded:** 12/15/2004

Owner's Name:

Owner Address:

City/State/Zip:

Allen Earnest

120 Westlake Ave N

Seattle, WA 98109

Classification: Building

**Resource Status** Survey/Inventory

Comments

Within a District? No

Contributing?

**National Register Nomination:** 

Local District:

National Register District/Thematic Nomination Name:

**DESCRIPTION SECTION** 

Historic Use: Commerce/Trade - Business

Current Use: Commerce/Trade - Business

Plan: Rectangle No. of Stories: 1

Structural System: Brick

Changes to plan: Intact Changes to original cladding: **Extensive**  Changes to interior: Unknown

Style

Vernacular

0.15

View of

taken 12/15/2004

Photography Neg. No (Roll No./Frame No.):

Comments:

Form/Type Commercial

Changes to windows: Extensive

Changes to other: Moderate Other (specify): new awning

Page 1 of 2

# at 120 Westlake Ave N, Seattle, WA 98109

Cladding	Foundation	Roof Material	Roof Type
Stone - Ashlar/Cut Concrete - Poured Unknown		Flat with Parapet	
<u>Stucco</u>			
			. — — — — — — — — — — — — — — — — — — —
NARRATIVE :	SECTION	Date Of Construction	n: <u>1919</u>
NAKKATIVE	SECTION		
Study Unit	Other	Architect:	
Commerce		Builder:	
Transportation			
		Engineer:	
	Property appears to meet criteria for the National Register	of Historic Places: No	
	Property is located in a potential historic district (National	and/or local): No	
	Property is located in a potential historic district (National	and/or local). NO	
	Property potentially contributes to a historic district (Natio	nal and/or local):	
Statement of Significance			
	criteria for listing in the National Register of Historic Places.		
Description of Physical Appearance			en altered with the installation of new aluminum doors and windows. The black tile ne building's historic character. Original decorative detailing is visible on the parapet.
Major Bibliographic References	Polk, R. L. 1925 City Directory of Seattle. R. L. Polk & Co., Seattle 1930 City Directory of Seattle. R. L. Polk & Co., Seattle 1938 City Directory of Seattle. R. L. Polk & Co., Seattle 1943/44 City Directory of Seattle. R. L. Polk & Co., Seattle 1948/49 City Directory of Seattle. R. L. Polk & Co., Seattle		

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Sanborn Insurance Company 1951 Sanborn Fire Insurance Maps of City of Seattle, Washington, 1905-Mar. 1951. Sanborn Insurance Co., New York.



Photography Neg. No (Roll No./Frame No.):

Comments:

View of taken

Photography Neg. No (Roll No./Frame No.):

Comments:

View of taken

Photography Neg. No (Roll No./Frame No.):

Comments:

View of taken

Photography Neg. No (Roll No./Frame No.):

Egan Used Cars

at 128 Westlake Ave N. Seattle, WA 98109

LOCATION SECTION

Field Site No. 30

OAHP No.:

Historic Name: Egan Used Cars

Common Name:

Property Address: 128 Westlake Ave N, Seattle, WA 98109

Comments:

County

Quadrangle

**UTM Reference** 

King

T25R04E

Township/Range/EW Section 1/4 Sec 1/4 1/4 Sec SE

SEATTLE SOUTH

Zone: 10 Spatial Type: Point

Acquisition Code: Unknown

Sequence:

1 Easting: 549728

Northing: <u>5274350</u>

Tax No./Parcel No.

Plat/Block/Lot

Supplemental Map(s)

Acreage 0.15

1986200340

Dennys D T 5th ADD Blk 98 Lot 11

IDENTIFICATION SECTION

Survey Name: South Lake Union Streetcar

Field Recorder: K. Campbell, R. Jackson

**Date Recorded:** 12/15/2004

Owner's Name:

Owner Address:

City/State/Zip:

City Investors III LLC

505 5th Ave S.

Seattle, WA 98104

Classification: Building

**Resource Status** Survey/Inventory

Comments

Within a District? No

Contributing?

**National Register Nomination:** 

Local District:

National Register District/Thematic Nomination Name:

**DESCRIPTION SECTION** 

Historic Use: Commerce/Trade - Business

Current Use: Vacant/Not in Use

Plan: Rectangle No. of Stories: 1

Structural System: Concrete - Poured

Changes to plan: Intact

Changes to interior: Unknown

Style

Form/Type Commercial

Changes to original cladding: Unknown

Changes to other:

Vernacular



View of

taken 12/15/2004

Photography Neg. No (Roll No./Frame No.):

Comments:

Changes to windows: Extensive Other (specify):

Page 1 of 2

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# Egan Used Cars

# at 128 Westlake Ave N, Seattle, WA 98109

Cladding		Foundation	Roof Material	Roof Type	
<u>Concrete</u>		Concrete - Poured	<u>Unknown</u>	Flat with Parapet	
NARRATIVE S	SECTION		Date Of Construction:	<u>1920</u>	
Study Unit		Other	Architect:		
Commerce			Builder:		
Transportation			Engineer:		
			Eligilieei .		
	Property app	pears to meet criteria for the National Rec	gister of Historic Places: No		
	Property is I	ocated in a potential historic district (Nat	tional and/or local): No		
	Property potentially contributes to a historic district (National and/or local):				
Statement of Significance	During the 1920s and 1930s, the South Lake Union area in general and Westlake Avenue in particular developed as an automobile-oriented area, with new and used car dealerships, repair shops, tire shops, service stations, and an automobile assembly plant. Practically every store along the corridor housed an auto-oriented business at some time, anchored by the Ford Assembly Plant at Valley and Fairview, and the William O. McKay Ford Dealership at Valley and Westlake.				
	The original use of the building is unknown. By 1930, the building contained Charles G. Egan Used Cars (Polk 1930). By 1937 this business had become Fred W. Coleman Used Cars (Polk 1937), and by 1940 the Tires & Equipment Co. (Polk 1940). In 1943 the Nelson Truck Equipment Co. opened, and remained in business through the mid 1990s.				
	This building is a simple garage characteristic of the area. It does not reflect any historic or architectural significance and does not appear to meet eligibility criteria for listing in the National Register of Historic Places.				
Description of Physical Appearance				ple garage building that is currently vacant. It has two garage doors opening to cking company (NBBJ 1994). The customer entrance is on John Street.	
Major Bibliographic References	1937 City Directo	ory of Seattle. R. L. Polk & Co., Seattle ory of Seattle. R. L. Polk & Co., Seattle ory of Seattle. R. L. Polk & Co., Seattle			

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View of taken 12/15/2004

Photography Neg. No (Roll No./Frame No.):

Comments:

View of taken

Photography Neg. No (Roll No./Frame No.):

Comments:

View of taken

Photography Neg. No (Roll No./Frame No.):

Comments:

View of taken

Photography Neg. No (Roll No./Frame No.):

LOCATION SECTION

Field Site No. 31

OAHP No.:

**Historic Name:** 

Common Name: Morningside Academy

Property Address: 201 Westlake Ave N, Seattle, WA 98109

Comments:

County

Township/Range/EW Section 1/4 Sec 1/4 1/4 Sec

Quadrangle

**UTM Reference** 

T25R04E King

SE

SEATTLE SOUTH

Zone: 10 Spatial Type: Point Sequence:

Acquisition Code: TopoZone.com

Northing: <u>5274279</u>

Tax No./Parcel No.

Plat/Block/Lot

<u>1</u> Easting: <u>549677</u>

Supplemental Map(s)

Acreage 0.3

1986200085

Dennys D T 5th ADD Blk 90 Lot 5-6

IDENTIFICATION SECTION

Survey Name: South Lake Union Streetcar

Field Recorder: K. Campbell, R. Jackson

**Date Recorded:** 12/15/2004

Owner's Name:

Owner Address:

City/State/Zip:

In Site Properties LLC

201 Westlake Ave N

Seattle, WA 98109

Classification: Building

**Resource Status** Survey/Inventory

Comments

Within a District? No

Contributing?

**National Register Nomination:** 

Local District:

National Register District/Thematic Nomination Name:

**DESCRIPTION SECTION** 

Historic Use: Commerce/Trade - Business

Current Use: Education - School

Plan: Square No. of Stories: 1

Structural System: Brick

Changes to plan: Intact

Changes to interior: Unknown

Style

Form/Type

Changes to original cladding: Extensive

Changes to other:

Vernacular

View of

Comments:

Photography Neg. No (Roll No./Frame No.):

Commercial

Changes to windows: Extensive

Other (specify):

Page 1 of 2

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taken 12/15/2004

# at 201 Westlake Ave N, Seattle, WA 98109

Cladding		Foundation	Roof Material	Roof Type
Stucco		Concrete - Poured	<u>Unknown</u>	<u>Flat with Parapet</u>
NARRATIVE	SECTION		Date Of Construction: 1923	
Study Unit	_	Other	Architect:	
Commerce			Builder:	
Transportation				
			Engineer:	
	Property appea	ars to meet criteria for the National Reg	gister of Historic Places: <u>No</u>	
	Property is loca	ated in a potential historic district (Nat	ional and/or local): <u>No</u>	
	Property poten	tially contributes to a historic district (	(National and/or local):	
Statement of Significance	dealerships, repair s time, anchored by the The Morningside Ac Triangle Tire Co. Us although the auto-or plumbing and heating The Morningside Ac	chops, tire shops, service stations, and an are Ford Assembly Plant at Valley and Fair ademy originally housed several auto reposes changed frequently over the years, to itented theme remained constant. By 193 manufacturers and wholesale suppliers	n automobile assembly plant. Practically everyiew, and the William O. McKay Ford Deale pair and tire shops (Polk 1925), including F. And Eldridge Buick Co. (Polk 1930), Westlake And Bas, the building contained the Pacific Artcraft is (Polk 1940, 1948/49, 1957).  new windows, doors, and cladding to the polarity of the	eveloped as an automobile-oriented area, with new and used care ery store along the corridor housed an auto-oriented business at some ership at Valley and Westlake.  A. Cotter and Young & Miller auto accessories and supplies, and the Auto Wrecking (Polk 1935), and Dulmage Motor Sales Inc. (Polk 1937), and Co (lamps and shades) (Polk 1938), and from there saw a series of wint that the original building is completely obscured. The building does
Description of Physical Appearance	The Morningside Ac artificially low to the of the original building	ground. Window sills are at sidewalk lev	in 1923. The sidewalks and streets around el in this portion of the building. The front ar	the building have been built up so that the rear portion of the structure is not side elevations have had window, door, and cladding alterations. Little
Major Bibliographic References	1930 City Directory 1935 City Directory 1937 City Directory 1938 City Directory 1940 City Directory 1948/49 City Directory	of Seattle. R. L. Polk & Co., Seattle ory of Seattle. R. L. Polk & Co., Seattle of Seattle. R. L. Polk & Co., Seattle of Seattle. R. L. Polk & Co., Seattle		

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Photography Neg. No (Roll No./Frame No.):

Comments:

View of taken <u>12/15/2004</u>
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Comments:

View of taken

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Comments:

View of taken

Photography Neg. No (Roll No./Frame No.):

Peerless Yeast

at 233 Westlake Ave N. Seattle, WA 98109

LOCATION SECTION

Field Site No. 33

OAHP No.:

Historic Name: Peerless Yeast

**Common Name:** 

Property Address: 233 Westlake Ave N, Seattle, WA 98109

Comments:

County

Township/Range/EW Section 1/4 Sec 1/4 1/4 Sec

Quadrangle

**UTM Reference** 

T25R04E King

SE

SEATTLE SOUTH

Zone: 10 Spatial Type: Point

Acquisition Code: TopoZone.com

Sequence:

<u>1</u> Easting: <u>549677</u>

Northing: <u>5274365</u>

Tax No./Parcel No.

Plat/Block/Lot

Supplemental Map(s)

Acreage 0.15

1986200065

Dennys D T 5th ADD Blk 90 Lot 1

IDENTIFICATION SECTION

Survey Name: South Lake Union Streetcar

Field Recorder: K. Campbell, R. Jackson

**Date Recorded:** 12/15/2004

Owner's Name:

Owner Address:

City/State/Zip:

Fortuna Sequitur

233 Westlake Ave N

Seattle, WA 98109

Classification: Building

**Resource Status** Survey/Inventory

Comments

Within a District? No

Contributing?

**National Register Nomination:** 

Local District:

National Register District/Thematic Nomination Name:

**DESCRIPTION SECTION** 

Historic Use: Commerce/Trade - Business

Current Use: Commerce/Trade - Business

Plan: Rectangle No. of Stories: 1

Structural System: Concrete - Block

Changes to plan: Intact Changes to interior: Unknown

Intact

Style

Photography Neg. No (Roll No./Frame No.):

Changes to original cladding: Changes to windows: Intact

Changes to other:

Vernacular

Commercial

Form/Type

Other (specify):

View of

taken 12/15/2004

Peerless Yeast

at 233 Westlake Ave N, Seattle, WA 98109

Cladding	Foundation	Roof Material	Roof Type
<u>Brick</u>	<u>Concrete - Poured</u>	<u>Unknown</u>	<u>Flat with Parapet</u>
Ceramic Tile			·
NARRATIVE S	SECTION	Date Of Construction: <u>194</u>	<u>7</u>
Study Unit	Other	Architect:	
Commerce		Builder:	
		Engineer:	
	Property appears to meet criteria for the National Re	egister of Historic Places: No	
	Property is located in a potential historic district (Na	ational and/or local): No	
	Property potentially contributes to a historic district	t (National and/or local):	
Statement of Significance	the brewery was gone, but Peerless Yeast continued to occ	cupy the building along with four other gen-	his building, along with the General Paint Company (Polk 1948/49). In 1957 deral commercial businesses (Polk 1957). This building is not characteristic of to meet the eligibility criteria for listing in the National Register of Historic
Description of Physical Appearance	The Peerless Yeast Print building is a one-story concrete blue recessed single aluminum door. There is a glass block wind		ndescript, with aluminum frame picture pane windows across the front and a rnamentation.
Major Bibliographic References	Polk, R. L. 1948/49 City Directory of Seattle. R. L. Polk & Co., Seattle 1957 City Directory of Seattle. R. L. Polk & Co., Seattle		

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View of taken  $\underline{12/15/2004}$ 

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Comments:

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Comments:

View of

View of taken

Photography Neg. No (Roll No./Frame No.):

Comments:

View of taken

Photography Neg. No (Roll No./Frame No.):

Comments:

taken

Palmer Electric

at 325 Westlake Ave N. Seattle, WA 98109

LOCATION SECTION

Field Site No. 35

OAHP No.:

Historic Name: Palmer Electric

**Common Name:** 

Property Address: 325 Westlake Ave N, Seattle, WA 98109

Comments:

County

Township/Range/EW Section 1/4 Sec 1/4 1/4 Sec

Quadrangle **UTM Reference** 

King

T25R04E

SE SEATTLE SOUTH Zone: 10 Spatial Type: Point

Acquisition Code: TopoZone.com

Sequence:

1 Easting: 549662

Northing: <u>5274477</u>

Tax No./Parcel No.

Plat/Block/Lot

Supplemental Map(s)

Acreage 0.15

1986200130

Dennys D T 5th ADD Bok 91 Lot 2

IDENTIFICATION SECTION

Survey Name: South Lake Union Streetcar

Field Recorder: K. Campbell, R. Jackson

**Date Recorded:** 12/15/2004

Owner's Name:

Owner Address:

City/State/Zip:

Van Norman John D

325 Westlake Ave N

Seattle, WA 98109

Classification: Building

**Resource Status** Survey/Inventory

Comments

Within a District? No

Contributing?

**National Register Nomination:** 

Local District:

National Register District/Thematic Nomination Name:

**DESCRIPTION SECTION** 

Historic Use: Commerce/Trade - Business

Current Use: Commerce/Trade - Business

Plan: Rectangle No. of Stories: 2

Structural System: Brick

Changes to original cladding:

Changes to plan: Intact

Changes to interior: Unknown

Style

Photography Neg. No (Roll No./Frame No.):

Comments:

View of

Changes to other:

Vernacular

Form/Type Commercial

Changes to windows: Extensive

Intact

Other (specify):

Page 1 of 2

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taken 12/15/2004

Palmer Electric

at 325 Westlake Ave N, Seattle, WA 98109

Cladding	Foundation	Roof Material	Roof Type
<u>Brick</u>	<u>Concrete - Poured</u>	<u>Unknown</u>	Flat with Parapet
NARRATIVE	SECTION	Date Of Construction: 1927	
Study Unit	Other	Architect:	
Commerce		Builder:	
		Engineer:	
	Property appears to meet criteria for the National Req	gister of Historic Places: No	
	Property is located in a potential historic district (Nat	tional and/or local): <u>No</u>	
	Property potentially contributes to a historic district	(National and/or local):	
Statement of Significance	The ondinal use of the structure is unknown. It housed the Palmer Flectric Company on the 1930s (NPD) 1994). City directores from 1936-1944 indicate that the washington		
Description of Physical Appearance	The Palmer Electric Building is a one-story brick building conbrick and has new aluminum windows and main entrance as		aturing stone or terra cotta decoration on its piers. It is faced with yellow
Major Bibliographic References	Polk, R. L. 1938 City Directory of Seattle. R. L. Polk & Co., Seattle 1940 City Directory of Seattle. R. L. Polk & Co., Seattle 1943/44 City Directory of Seattle. R. L. Polk & Co., Seattle 1948/49 City Directory of Seattle. R. L. Polk & Co., Seattle		

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Durant Motor Co.

at 333 Westlake Ave N. Seattle, WA 98109

LOCATION SECTION

Field Site No. 36

OAHP No.:

Historic Name: Durant Motor Co.

Common Name: PNTA

Property Address: 333 Westlake Ave N, Seattle, WA 98109

Comments:

County

Township/Range/EW Section 1/4 Sec 1/4 1/4 Sec Quadrangle **UTM Reference** 

King

T25R04E

SE

SEATTLE SOUTH

Zone: 10 Spatial Type: Point

Acquisition Code: TopoZone.com

Sequence:

1 Easting: 549662

Northing: 5274497

Tax No./Parcel No.

Plat/Block/Lot

Supplemental Map(s)

Acreage 0.15

1986200125

Dennys D T 5th ADD Blk 91 Lot 1

IDENTIFICATION SECTION

Survey Name: South Lake Union Streetcar

Field Recorder: K. Campbell, R. Jackson

**Date Recorded:** 12/15/2004

Owner's Name:

Owner Address:

City/State/Zip:

333 Westlake LLC

333 Westlake Ave N

Seattle, WA 98109

Classification: Building

**Resource Status** Survey/Inventory

Comments

Within a District? No

Contributing?

**National Register Nomination:** 

Local District:

National Register District/Thematic Nomination Name:

**DESCRIPTION SECTION** 

Historic Use: Commerce/Trade - Business

Current Use: Vacant/Not in Use

Plan: Rectangle No. of Stories: 2

Structural System: Brick

Changes to plan: Intact

Changes to interior:

Style Vernacular Form/Type

Changes to original cladding: Changes to windows: Moderate

Intact

Other (specify): entries changed

Changes to other: Moderate

View of

Comments:

Photography Neg. No (Roll No./Frame No.):

Commercial

Page 1 of 2

Printed on 2/3/2005 2:37:04 PM

Durant Motor Co.

at 333 Westlake Ave N, Seattle, WA 98109

inventory Re	eport for		
Cladding	Foundation	Roof Material	Roof Type
<u>Brick</u>	<u>Concrete - Poured</u>	<u>Unknown</u>	Flat with Parapet
Ceramic Tile			
NARRATIVE	SECTION	Date Of Construction: 1923	
Study Unit	Other	Architect: O. F. Nelson	
Commerce		Builder:	
Transportation			
		Engineer:	
	Property appears to meet criteria for the National Req	gister of Historic Places: Yes	
	Property is located in a potential historic district (Nat	tional and/or local): No	
Statement of Significance	Property potentially contributes to a historic district	(National and/or local):	
	During the 1920s and 1930s, the South Lake Union area in general and Westlake Avenue in particular developed as an automobile-oriented area, with new and used car dealerships, repair shops, tire shops, service stations, and an automobile assembly plant. Practically every store along the corridor housed an auto-oriented business at some time, anchored by the Ford Assembly Plant at Valley and Fairview, and the William O. McKay Ford Dealership at Valley and Westlake.		
	Durant Motor Company of California (NBBJ 1994, Polk 1930)	). It also held other auto-oriented parts ar (NBBJ 1994; Polk 1937, 1938, 1940, 194	e Avenue. The building was designed by O. F. Nelson, and was built as the drepair shops in the 1920s and 1930s. By 1937, the building housed Ernst 43/44, 1948/49). The building has had minor alterations, but in general has er of Historic Places (local significance).
Description of Physical Appearance	clay roof tiles and "mock" roof (or cornice). The multi-paned	windows on the upper floor are intact. Th	F. Nelson. The building shows some Mission Revival elements with its red ne storefronts are mostly intact, with the transom windows covered on the a first floor have been replaced. A flagpole extends up from the roof.
Major Bibliographic References	NBBJ 1994 Historic and Cultural Resources. Appendix 15 in Draft Planning Department and the Committee for Seattle Commo		Seattle Commons/South Lake Union Plan. Prepared for City of Seattle in and Hart Crowser.
	Polk, R. L. 1930 City Directory of Seattle. R. L. Polk & Co., Seattle 1937 City Directory of Seattle. R. L. Polk & Co., Seattle 1938 City Directory of Seattle. R. L. Polk & Co., Seattle 1940 City Directory of Seattle. R. L. Polk & Co., Seattle 1943/44 City Directory of Seattle. R. L. Polk & Co., Seattle 1948/49 City Directory of Seattle. R. L. Polk & Co., Seattle		

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## at 300 Westlake Ave N. Seattle, WA 98109

LOCATION SECTION

Field Site No. 37

OAHP No.:

**Historic Name:** 

Common Name: Trick & Murray

Property Address: 300 Westlake Ave N, Seattle, WA 98109

30

Comments:

County

Township/Range/EW Section 1/4 Sec 1/4 1/4 Sec Quadrangle **UTM Reference** 

King

T25R04E

SE

SEATTLE SOUTH

Zone: 10 Spatial Type: Point Sequence:

Acquisition Code: TopoZone.com

Tax No./Parcel No.

Plat/Block/Lot

1 Easting: 549723

Northing: 5274411

Supplemental Map(s)

Acreage 0.37

1986200215

Dennys D T 5th ADD Blk 96 Lot 7 to 9

Survey Name: South Lake Union Streetcar IDENTIFICATION SECTION

Field Recorder: K. Campbell, R. Jackson

**Date Recorded:** 12/15/2004

Owner's Name:

Owner Address:

City/State/Zip:

City Investors V LLC 505 5th Ave S Seattle, WA 98104

Classification: Building

**Resource Status** 

Survey/Inventory

Comments

Within a District? No

Contributing?

**National Register Nomination:** 

Local District:

National Register District/Thematic Nomination Name:

**DESCRIPTION SECTION** 

Historic Use: Commerce/Trade - Business

Current Use: Vacant/Not in Use

Plan: Rectangle No. of Stories:  $\underline{4}$ 

Structural System: Concrete - Poured

Changes to plan: Intact Changes to original cladding: Extensive Changes to interior:

Style

Vernacular

Photography Neg. No (Roll No./Frame No.):

Comments:

View of

Form/Type Commercial

Changes to windows: Extensive

Changes to other: Extensive Other (specify): fourth floor added

Page 1 of 2

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# at 300 Westlake Ave N, Seattle, WA 98109

Cladding	01.11	Foundation	Roof Material	Roof Type	
Metal - Aluminum	<del></del>	<u>Concrete - Poured</u>	<u>Unknown</u>	<u>Flat with Parapet</u>	
Veneer - Vinyl Sig	aing				
			Date Of Construction: 19	924	
NARRATIVE	SECTION		_	_	
Study Unit		Other	Architect:		
Commerce			Builder:		
Transportation			Engineer		
			Engineer:		
	Property appear	rs to meet criteria for the National Reg	jister of Historic Places: No		
	Property is loca	ated in a potential historic district (Nat	ional and/or local): No		
	Property potentially contributes to a historic district (National and/or local):				
Statement of Significance	During the 1920s and 1930s, the South Lake Union area in general and Westlake Avenue in particular developed as an automobile-oriented area, with new and used car dealerships, repair shops, tire shops, service stations, and an automobile assembly plant. Practically every store along the corridor housed an auto-oriented business at some time, anchored by the Ford Assembly Plant at Valley and Fairview, and the William O. McKay Ford Dealership at Valley and Westlake.				
	(Polk 1938). Also in Sanborn Insurance (	1938 the building contained the Sunset I	Electric Co., which was the primary oc cant altered with new cladding and wir	ubber Co (Polk 1925). By 1938, Philco Radio and TV wholesalers had moved in ccupant of the building into the 1950s (Polk 1938, 1940, 1943/44, 1948/49, ndows, and storefronts, as well as a fourth-story addition. It does not appear to	
Description of Physical Appearance	The Trick & Murray Building is a three-story concrete building constructed in 1912. The shape is unusual for the area, and the size is larger than most of the surrounding buildings, due to its construction in several phases. The south (corner) portion and the north portion are somewhat different. The canopy is not original. The upper windows are mostly intact, but the storefronts have been altered with new aluminum picture windows and a single swinging aluminum door. There are two garage doors at the north end of the west elevation. The vinyl siding is a recent addition as is the marbled tile on the Westlake elevation. There is a metal structure on the south portion of the building that constitutes the fourth floor of the building.				
Major Bibliographic References	1938 City Directory of 1940 City Directory of 1943/44 City Directory	of Seattle. R. L. Polk & Co., Seattle of Seattle. R. L. Polk & Co., Seattle of Seattle. R. L. Polk & Co., Seattle ry of Seattle. R. L. Polk & Co., Seattle ry of Seattle. R. L. Polk & Co., Seattle			
	Sanborn Insurance C 1951 Sanborn Fire Ir	Company nsurance Maps of City of Seattle, Washir	ngton, 1905-Mar. 1951. Sanborn Insu	ırance Co., New York.	

Page 2 of 2 Printed on 2/18/2005 3:42:43 PM



View of taken <u>12/15/2004</u>

Photography Neg. No (Roll No./Frame No.):

Comments:



View of taken <u>12/15/2004</u>

Photography Neg. No (Roll No./Frame No.):

Comments:

View of taken

Photography Neg. No (Roll No./Frame No.):

Comments:

View of taken

Photography Neg. No (Roll No./Frame No.):

Comments:

Pittsburgh Paints

at 316 Westlake Ave N. Seattle, WA 98109

LOCATION SECTION

Field Site No. 38

OAHP No.:

Historic Name: Pittsburgh Paints

**Common Name:** 

Property Address: 316 Westlake Ave N, Seattle, WA 98109

Comments:

County

King

Township/Range/EW Section 1/4 Sec 1/4 1/4 Sec

T25R04E

SE

Quadrangle

**UTM Reference** 

Filing Systems

SEATTLE SOUTH

Zone: 10 Spatial Type: Point

Acquisition Code: TopoZone.com

Sequence:

1 Easting: 549718

Northing: 5274436

Tax No./Parcel No.

Plat/Block/Lot

1986200226

Dennys D T 5th ADD Blk 98 Lot 9

Supplemental Map(s)

Allied Systems Products IN

Acreage 0.07

IDENTIFICATION SECTION

Survey Name: South Lake Union Streetcar

Field Recorder: K. Campbell, R. Jackson

**Date Recorded:** 12/15/2004

Owner's Name:

Owner Address:

City/State/Zip:

**Deral Sax** 

2430 131st PI NE Bellevue, WA 98005

Classification: Building

Comments

Within a District? No

**Resource Status** Survey/Inventory

Contributing?

**National Register Nomination:** 

Local District:

National Register District/Thematic Nomination Name:

**DESCRIPTION SECTION** 

Historic Use: Commerce/Trade - Business

Current Use: Commerce/Trade - Business

Plan: Rectangle No. of Stories: 1

Structural System: Brick

Changes to plan: Intact Changes to original cladding: Extensive Changes to interior: Unknown

Style Vernacular

Form/Type Commercial

Changes to windows: Intact

Other (specify):

Changes to other:

View of taken 12/15/2004

Photography Neg. No (Roll No./Frame No.):

Comments:

Pittsburgh Paints

at 316 Westlake Ave N, Seattle, WA 98109

Cladding	Foundation	Roof Material	Roof Type
Veneer - Vinyl S	iding <u>Concrete - Poured</u>	<u>Unknown</u>	Flat with Parapet
<u>Brick</u>			
NARRATIVE	SECTION	Date Of Construction: 1922	
Study Unit	Other	Architect:	
Commerce		Builder:	
		Engineer:	
	Property appears to meet criteria for the National Re	gister of Historic Places: No	
	Property is located in a potential historic district (Na	tional and/or local): No	
	Property potentially contributes to a historic district	(National and/or local):	
Statement of Significance	The original use of the structure is unknown. By 1925, the building contained the Pittsburgh Paint Store, which remained in this location through 1940 (Poik 1925, 1930, 193		
Description of Physical Appearance	The Pittsburgh Paints building is a one-story brick building conjugative pane windows in wood frames are likely original.	onstructed in 1922. This small office building	has been extensively altered with vinyl siding and a new awning. The
Major Bibliographic References	Polk, R. L. 1925 City Directory of Seattle. R. L. Polk & Co., Seattle 1930 City Directory of Seattle. R. L. Polk & Co., Seattle 1937 City Directory of Seattle. R. L. Polk & Co., Seattle 1940 City Directory of Seattle. R. L. Polk & Co., Seattle 1943/44 City Directory of Seattle. R. L. Polk & Co., Seattle		

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Super Tread Tire

at 318 Westlake Ave N. Seattle, WA 98109

LOCATION SECTION

Field Site No. 39

OAHP No.:

Historic Name: Super Tread Tire

**Common Name:** 

Property Address: 318 Westlake Ave N, Seattle, WA 98109

Comments:

County

Quadrangle

Township/Range/EW Section 1/4 Sec 1/4 1/4 Sec

**UTM Reference** 

T25R04E SE King

Zone: 10 Spatial Type: Point

Acquisition Code: TopoZone.com

Sequence:

1 Easting: 549718

Northing: 5274461

Tax No./Parcel No.

Plat/Block/Lot

SEATTLE SOUTH

01986200230

Dennys D T 5th Add Blk 96 Lot 10

Supplemental Map(s)

Acreage 0.15

IDENTIFICATION SECTION

Survey Name: South Lake Union Streetcar

Field Recorder: K. Campbell, R. Jackson

**Date Recorded:** 12/15/2004

Owner's Name:

Owner Address:

City/State/Zip:

Westlake Storage LLC

318 Westlake Ave N

Seattle, WA 98109

Classification: Building

**Resource Status** Survey/Inventory

Comments

Within a District? No

Contributing?

**National Register Nomination:** 

Local District:

National Register District/Thematic Nomination Name:

**DESCRIPTION SECTION** 

Historic Use: Commerce/Trade - Business

Current Use: Commerce/Trade - Business

Changes to original cladding: Moderate

Plan: Rectangle No. of Stories: 2

Structural System: Braced Frame

Changes to plan: Intact Changes to interior: Unknown

Style Vernacular Form/Type

Changes to windows: Moderate

Other (specify):

Changes to other:

View of

taken 12/15/2004

Photography Neg. No (Roll No./Frame No.):

Comments:

Commercial

# Historic Property

## Super Tread Tire

at 318 Westlake Ave N. Seattle, WA 98109

inventory Re	eport for		
Cladding	Founda	tion Roof Material	Roof Type
<u>Concrete</u>	Concret	<u>e - Poured</u> <u>Unknown</u>	<u>Flat with Parapet</u>
NARRATIVE	SECTION	Date Of Construction:	1919
Study Unit	Other	Architect:	
Commerce		Builder:	
Transportation		Engineer:	
	Property appears to meet criteria	for the National Register of Historic Places: $\underline{\text{No}}$	
	Property is located in a potential	historic district (National and/or local): No	
	Property potentially contributes t	o a historic district (National and/or local):	
Statement of Significance	•	· ·	ticular developed as an automobile-oriented area, with new and used car ically every store along the corridor housed an auto-oriented business at some

time, anchored by the Ford Assembly Plant at Valley and Fairview, and the William O. McKay Ford Dealership at Valley and Westlake.

The original use of this building is unknown. The Super Tread Tire Corp occupied the building in 1930 (Polk 1930). By 1938 the business had changed to the Pioneer Retread Shop (Polk 1938), both typically of the auto-oriented nature of the Westlake corridor. The property appeared to remain vacant through the 1940s. In 1951 the building housed an electric supply and repair shop (Sanborn Insurance Co. 1951).

The building does not exhibit any noteworthy architectural detail, nor is it significant for any historic associations. It has been modified with new windows, doors, and a possible second story addition. The property does not appear to meet eligibility criteria for inclusion in the National Register of Historic Places.

## Description of Physical Appearance

This building is a two-story wood frame structure built in 1919. Most of the windows have been replaced, although some, especially around the main entrance and on the north elevation, are in their original wood frames. The doors are aluminum double doors. There is a marguee under the newly added metal and fabric awning. The upper story appears to be a later addition.

### Major **Bibliographic** References

Polk, R. L.

1930 City Directory of Seattle. R. L. Polk & Co., Seattle 1938 City Directory of Seattle. R. L. Polk & Co., Seattle

Sanborn Insurance Company

1951 Sanborn Fire Insurance Maps of City of Seattle, Washington, 1905-Mar. 1951. Sanborn Insurance Co., New York.



View of taken 12/15/2004
Photography Neg. No (Roll No./Frame No.):

Comments:

View of taken

Photography Neg. No (Roll No./Frame No.):

Comments:

View of taken

Photography Neg. No (Roll No./Frame No.):

Comments:

View of taken

Photography Neg. No (Roll No./Frame No.):

Comments:

Glantz & Superior Garage

at 328 Westlake Ave N. Seattle, WA 98109

LOCATION SECTION

Field Site No. 40

OAHP No.:

Historic Name: Glantz & Superior Garage

**Common Name:** 

Property Address: 328 Westlake Ave N, Seattle, WA 98109

Comments:

County King

Township/Range/EW Section 1/4 Sec 1/4 1/4 Sec T25R04E

SE

Quadrangle SEATTLE SOUTH **UTM Reference** 

Zone: 10 Spatial Type: Point

Acquisition Code: TopoZone.com

Sequence:

1 Easting: 549719

Northing: 5274491

Tax No./Parcel No.

Plat/Block/Lot

Supplemental Map(s)

Acreage

0.3

1986200235

Denny's 5th Add, Block 96 Lot 11-12

IDENTIFICATION SECTION

Survey Name: South Lake Union Streetcar

Field Recorder: K. Campbell, R. Jackson

**Date Recorded:** 12/15/2004

Owner's Name:

Owner Address:

City/State/Zip:

Westlake Storage LLC 328 Westlake Ave. N Seattle, WA 98109

Classification: Building

**Resource Status** Survey/Inventory

Comments

Within a District? No

Contributing?

**National Register Nomination:** 

Local District:

National Register District/Thematic Nomination Name:

**DESCRIPTION SECTION** 

Historic Use: Commerce/Trade - Business

Current Use: Commerce/Trade - Business

Plan: Square No. of Stories: 1

Structural System: Brick

Changes to plan: Intact Changes to original cladding: Changes to interior:

Style

Form/Type

View of

Comments:

Photography Neg. No (Roll No./Frame No.):

Extensive

Changes to other:

Vernacular

Commercial

Changes to windows: Intact

Other (specify):

Page 1 of 2

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# Historic Property

## Glantz & Superior Garage

at 328 Westlake Ave N. Seattle, WA 98109

Inventory Re	port for				
Cladding	Foundation	Roof Material	Roof Type		
Concrete	<u> </u>	<u>Unknown</u> 	Flat with Parapet		
NARRATIVE	SECTION	Date Of Construction: 1932			
Study Unit	Other	Architect:			
Commerce		Builder:			
		Engineer:			
	Property appears to meet criteria for the National Register of Historic Places: No				
	Property is located in a potential historic district (National and/or local): No				
	Property potentially contributes to a historic district (National and/or local):				
Statement of Significance	The onomal use of his structure is unknown. The building housed the Neis Glaniz Galage and the Superior Galage in 1925 (Poik 1925). By 1936, the building contained the				
	criteria for inclusion in the National Register of Historic Places	).			
Description of Physical Appearance		a wide recessed door on the west elevat	windows on the ground floor are in their original wood frames; other tion that may be original. The south half of the building is vacant, with ling.		

#### Major Bibliographic References

Polk, R. L. 1925 City Directory of Seattle. R. L. Polk & Co., Seattle

1938 City Directory of Seattle. R. L. Polk & Co., Seattle

1940 City Directory of Seattle. R. L. Polk & Co., Seattle

1943/44 City Directory of Seattle. R. L. Polk & Co., Seattle 1948/49 City Directory of Seattle. R. L. Polk & Co., Seattle

Sanborn Insurance Company

1951 Sanborn Fire Insurance Maps of City of Seattle, Washington, 1905-Mar. 1951. Sanborn Insurance Co., New York.

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Firestone Tire

at 400 Westlake Ave N. Seattle, WA 98109

Zone: 10 Spatial Type: Point

LOCATION SECTION

Field Site No. 41

OAHP No.:

Historic Name: Firestone Tire

Common Name:

**UTM Reference** 

Sequence:

Property Address: 400 Westlake Ave N, Seattle, WA 98109

Comments:

County

Township/Range/EW Section 1/4 Sec 1/4 1/4 Sec

Quadrangle

Acquisition Code: TopoZone.com

T25R04E King

SE

SEATTLE SOUTH

1 Easting: 549719

Northing: <u>5274542</u>

Tax No./Parcel No.

Plat/Block/Lot

Supplemental Map(s)

Acreage 0.45

1983200230

Denny's 1st Add, Block 95, Lot 7-9

IDENTIFICATION SECTION

Survey Name: South Lake Union Streetcar

Field Recorder: K. Campbell, R. Jackson

**Date Recorded:** 12/15/2004

Owner's Name:

Owner Address:

City/State/Zip:

Bridgestone Americas

400 Westlake Ave N

Seattle, WA 98109

**Holding** 

Classification: Building

**Resource Status** 

Comments

Within a District? No

Survey/Inventory

Contributing?

**National Register Nomination:** 

Local District:

National Register District/Thematic Nomination Name:

**DESCRIPTION SECTION** 

Historic Use: Commerce/Trade - Business

Current Use: Commerce/Trade - Business

Plan: Rectangle No. of Stories: 2

Structural System: Concrete - Poured

Changes to plan: Intact

Changes to interior: Moderate

Style

Art Deco

Changes to original cladding: Slight

Changes to windows: Moderate

Other (specify):

Changes to other:

Photography Neg. No (Roll No./Frame No.):

View of

Comments:

Form/Type

Commercial

Firestone Tire

Property potentially contributes to a historic district (National and/or local):

at 400 Westlake Ave N, Seattle, WA 98109

Cladding Concrete	Foundation <u>Concrete - Poured</u>	Roof Material <u>Unknown</u>	Roof Type Flat with Parapet	
NARRATIVE SECTION		Date Of Construction: 1929		
Study Unit	Other	Architect: Austin Co. of California		
Commerce		Builder:		
Transportation Architecture/Landscape Architecture	<u>ture</u>	Engineer:		
Property appears to meet criteria for the National Register of Historic Places: Yes				
Property is located in a potential historic district (National and/or local): No				

### Statement of Significance

During the 1920s and 1930s, the South Lake Union area in general and Westlake Avenue in particular developed as an automobile-oriented area, with new and used car dealerships, repair shops, tire shops, service stations, and an automobile assembly plant. Practically every store along the corridor housed an auto-oriented business at some time, anchored by the Ford Assembly Plant at Valley and Fairview, and the William O. McKay Ford Dealership at Valley and Westlake.

This building has been occupied by Firestone Tire since its construction, and is one of the only historic auto-oriented buildings in the Westlake corridor that is still in operation. The building was originally designed by the Austin Company of California; alterations in 1937 and 1943 were designed by Seattle architect V. W. Voorhees (NBBJ 1994). The structure is noteworthy for its Art Deco style, terra cotta decoration, and its prominence as well as long-standing continuous use. The property appears to meet the eligibility criteria for inclusion in the National Register of Historic Places.

## Description of Physical Appearance

The Firestone building is a two-story concrete building constructed in 1929 by the Austin Company of California. This distinctive building reflects Art Deco influence in its decorative ornament (NBBJ 1994). It is an unusual concrete building with terra cotta details, including the vertical elements along its fluted piers and coping along its parapet. At the top of the piers, there is scroll and chevron-like ornament. The building features a crest with a pattern, with the "F" for Firestone, which was part of the original design. The Firestone emblems on the second floor are probably original. The upper floor windows have been painted out, and the terra cotta is also painted. The office portion at the corner of Westlake and Harrison is new. The building originally cut diagonally across this corner and contained a corner gas station (Sanborn Insurance Co. 1951). Three of the original storefront bays have been removed and now serve as covered parking. The bays are behind. The northernmost service bay on Westlake is original.

#### Major Bibliographic References

#### **NBBJ**

1994 Historic and Cultural Resources. Appendix 15 in Draft Environmental Impact Statement for the Seattle Commons/South Lake Union Plan. Prepared for City of Seattle Planning Department and the Committee for Seattle Commons. Prepared by NBBJ with Caroline Tobin and Hart Crowser.

#### Sanborn Insurance Company

1951 Sanborn Fire Insurance Maps of City of Seattle, Washington, 1905-Mar. 1951. Sanborn Insurance Co., New York.



View of taken <u>12/15/2004</u>

Photography Neg. No (Roll No./Frame No.):

Comments:

View of taken <u>12/15/2004</u>

Photography Neg. No (Roll No./Frame No.):

Comments:

View of taken

Photography Neg. No (Roll No./Frame No.):

Comments:

View of taken

Photography Neg. No (Roll No./Frame No.):

Comments:

## Forsberg Indian Co.

at 401 Westlake Ave N. Seattle, WA 98109

LOCATION SECTION

Field Site No. 43

OAHP No.:

Historic Name: Forsberg Indian Co.

Common Name: Napa Auto Parts

Property Address: 401 Westlake Ave N, Seattle, WA 98109

Comments:

County King

T25R04E

Township/Range/EW Section 1/4 Sec 1/4 1/4 Sec SE

Quadrangle SEATTLE SOUTH **UTM Reference** 

Zone: 10 Spatial Type: Point

Acquisition Code: TopoZone.com

Sequence:

View of

Comments:

1 Easting: 459663

Northing: <u>5274542</u>

0.15

Tax No./Parcel No.

Plat/Block/Lot

Supplemental Map(s) Acreage

1983200030

Denny's 1st Add, Block 92 Lot 6

IDENTIFICATION SECTION

Survey Name: South Lake Union Streetcar

Field Recorder: K. Campbell, R. Jackson

**Date Recorded:** 12/15/2004

Owner's Name:

Owner Address:

City/State/Zip:

Walter Forsberg

401 Westlake Ave. N

Seattle, WA 98109

Classification: Building

**Resource Status** Survey/Inventory

Comments

Within a District? No

Contributing?

**National Register Nomination:** 

Local District:

National Register District/Thematic Nomination Name:

**DESCRIPTION SECTION** 

Historic Use: Commerce/Trade - Business

Current Use: Commerce/Trade - Business

Plan: Rectangle No. of Stories: 1

Structural System: Concrete - Block

Changes to plan: Intact

Changes to interior: Moderate

Style

Form/Type

Photography Neg. No (Roll No./Frame No.):

Changes to original cladding:

Intact

Changes to other:

Vernacular

Commercial

Changes to windows: Intact

Other (specify):

Page 1 of 2

Printed on 2/3/2005 2:43:43 PM

# Forsberg Indian Co.

at 401 Westlake Ave N, Seattle, WA 98109

Cladding		Foundation	Roof Material	Roof Type
<u>Stucco</u>		<u>Concrete - Poured</u>	<u>Unknown</u>	<u>Flat with Parapet</u>
NARRATIVE	SECTION		Date Of Construction:	
Study Unit	O	ther	Architect:	
Commerce			Builder:	
Transportation			Engineer:	
	Property appears to mee	t criteria for the National Regis	ster of Historic Places: <u>No</u>	
	Property is located in a p	otential historic district (Natio	nal and/or local): <u>No</u>	
	Property potentially cont	ributes to a historic district (N	ational and/or local):	
Statement of Significance  The building was originally Forsberg Indian Co. Motorcycles (Polk 1948/49, Sanborn Insurance Co. 1951). By 1956 the building contained Evelyn's Apparel St the General Electric Appliance Service Center (Polk 1956, 1957). The current store manager believes it also served as a Checker auto showroom at one time. houses Napa Auto Parts. The building does not exhibit any noteworthy architectural details, nor is it significant for historical associations. The property does not eligibility criteria for inclusion in the National Register of Historic Places.			ieves it also served as a Checker auto showroom at one time. Currently it	
Description of Physical Appearance		he building on the corner. The b		building has aluminum frame windows in the south and east storefronts, and an ed bright blue. There are a series of deeply recessed small windows along the
Major Bibliographic References	Polk, R. L. 1948/49 City Directory of Seattl 1956 City Directory of Seattle. 1957 City Directory of Seattle.	R. L. Polk & Co., Seattle		
	Sanborn Insurance Company 1951 Sanborn Fire Insurance I	Maps of City of Seattle, Washing	ton, 1905-Mar. 1951. Sanborn Ins	surance Co., New York.

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View of taken 12/15/2004

Photography Neg. No (Roll No./Frame No.):

Comments:

Comments:

View of taken

Photography Neg. No (Roll No./Frame No.):

Comments:

View of taken

taken

Photography Neg. No (Roll No./Frame No.):

Photography Neg. No (Roll No./Frame No.):

Comments:

View of

LOCATION SECTION

Field Site No. 44

OAHP No.:

**Historic Name:** 

Common Name: Honeychurch Antiques

Property Address: 411 Westlake Ave N, Seattle, WA 98109

Comments:

County

1983200025

King

T25R04E

Township/Range/EW Section 1/4 Sec 1/4 1/4 Sec SE

Quadrangle SEATTLE SOUTH **UTM Reference** 

Zone: 10 Spatial Type: Point

Acquisition Code: TopoZone.com

Sequence:

View of

Comments:

1 Easting: 549766

Northing: 5274561

Tax No./Parcel No.

Plat/Block/Lot

Denny's 1st Add, Block 92 Lot 5

Supplemental Map(s)

Acreage 0.15

IDENTIFICATION SECTION

Survey Name: South Lake Union Streetcar

Field Recorder: K. Campbell, R. Jackson

**Date Recorded:** 12/15/2004

Owner's Name:

Owner Address:

City/State/Zip:

411 Westlake LLC

411 Westlake Ave. N

Seattle, WA 98109

Classification: Building

**Resource Status** Survey/Inventory

Comments

Within a District? No

Contributing?

**National Register Nomination:** 

Local District:

National Register District/Thematic Nomination Name:

**DESCRIPTION SECTION** 

Historic Use: Commerce/Trade - Business

Current Use: Commerce/Trade - Business

Plan: Rectangle No. of Stories: 1

Structural System: Concrete - Block

Changes to plan: Intact

Changes to interior: Unknown

Style

Form/Type

Photography Neg. No (Roll No./Frame No.):

Changes to original cladding: Extensive

Changes to other:

Vernacular

Commercial

Changes to windows: Extensive

Other (specify):

Page 1 of 2

Printed on 2/18/2005 3:52:17 PM

# at 411 Westlake Ave N, Seattle, WA 98109

Cladding	Foundation	Roof Material	Roof Type
Concrete - Block	<u>Concrete - Poured</u>	<u>Unknown</u>	Flat with Parapet
NARRATIVE S	ECTION	Date Of Construction:	1956
Study Unit	Other	Architect:	
Commerce		Builder:	
		Engineer:	
	Property appears to meet criteria for the National Regis	ster of Historic Places: No	
	Property is located in a potential historic district (Natio	onal and/or local): <u>No</u>	
	Property potentially contributes to a historic district (N	ational and/or local):	
Statement of Significance	This building originally housed the offices of flosea 1. Wolfe, accountant (Polk 1956). It later housed Jaico Distributors (Diemium goods) (Polk 1957). The building obe		
Description of Physical Appearance			The exterior has been extensively altered along the primary elevation, with new the bottoms of the windows and doors as a decorative element. The rear of the
Major Bibliographic References	Polk, R. L. 1956 City Directory of Seattle. R. L. Polk & Co., Seattle 1957 City Directory of Seattle. R. L. Polk & Co., Seattle		

Page 2 of 2 Printed on 2/18/2005 3:52:19 PM



 View of rear
 taken 12/15/2004

Photography Neg. No (Roll No./Frame No.):

Comments:

Photography Neg. No (Roll No./Frame No.):

Comments:

View of

View of taken

Photography Neg. No (Roll No./Frame No.):

Comments:

View of taken

Photography Neg. No (Roll No./Frame No.):

Comments:

taken

## Unique Merchandise Wholesalers

at 415 Westlake Ave N, Seattle, WA 98109

LOCATION SECTION

Field Site No. 45

OAHP No.:

Historic Name: Unique Merchandise Wholesalers

Common Name: Westlake Electronic Supply

Property Address: 415 Westlake Ave N, Seattle, WA 98109

County Township

Township/Range/EW Section 1/4 Sec 1/4 1/4 Sec T25R04E 30 SE

SEATTLE SOUTH

UTM Reference

SEATTLE SOUTH

Zone: 10 Spatial Type: Point

Acquisition Code: TopoZone.com

Comments:

Tax No./Parcel No.

Plat/Block/Lot

Quadrangle

....**g**. <u>-----</u>

1983200015

Denny's 1st Add, Block 92, Lot 3-4

Supplemental Map(s)

0.3

Acreage

IDENTIFICATION SECTION

Survey Name: South Lake Union Streetcar

Field Recorder: K. Campbell, R. Jackson

Date Recorded: 12/15/2004

Owner's Name:

Owner Address:

City/State/Zip:

Granard Brothers LLC

415 Westlake Ave N.

Seattle, WA 98109

Classification: Building

Resource Status
Survey/Inventory

Comments

Within a District? No

Contributing?

**National Register Nomination:** 

**Local District:** 

National Register District/Thematic Nomination Name:

**DESCRIPTION SECTION** 

Historic Use: Commerce/Trade - Business

Current Use: Commerce/Trade - Business

Plan: Rectangle No. of Stories: 1

Structural System: Concrete - Block

Changes to plan: <u>Intact</u> Changes to interior: <u>Unknown</u>

Style

Form/Type

Changes to original cladding: <u>Intact</u>

Changes to windows: Moderate

Other (specify):

Changes to other:

<u>Vernacular</u>

------



View of

taken 12/15/2004

Photography Neg. No (Roll No./Frame No.):

Comments:

Commercial

Unique Merchandise Wholesalers

at 415 Westlake Ave N, Seattle, WA 98109

Cladding		Foundation	Roof Material	Roof Type	
Concrete - Block		Concrete - Poured	<u>Unknown</u>	Flat with Parapet	
Ceramic Tile				<u>Parabolic</u>	
NARRATIVE	SECTION		Date Of Construction: 1947		
Study Unit		Other	Architect:		
Commerce			Builder:		
			Engineer:		
	Property a	appears to meet criteria for the National Re	egister of Historic Places: No		
	Property i	s located in a potential historic district (Na	ational and/or local): <u>No</u>		
	Property p	potentially contributes to a historic district	(National and/or local):		
Statement of Significance	National Bank.	ne building originally housed Unique Merchandise Wholesalers (Polk 1948/49), but was vacant in 1953 (Polk 1953). Between 1954-56, the building contained the Seattle ational Bank. In 1957 the building contained a Volkswagen dealership (Polk 1957). The building does not exhibit any noteworthy architectural details, nor is it significant for storical associations. The property does not appear to meet eligibility criteria for inclusion in the National Register of Historic Places.			
Description of Physical Appearance	The Unique Merchandise Wholesalers building is a one and a half-story concrete block structure built in 1947. The building is generally intact with the exception of the new awning. The rear (west) elevation contains steel frame windows and the original garage door. The front windows are aluminum and may have been a later addition. There is a semi-circular structure on the roof with small windows.				
Major Bibliographic References	1953 City Direc	pirectory of Seattle. R. L. Polk & Co., Seattle ctory of Seattle. R. L. Polk & Co., Seattle ctory of Seattle. R. L. Polk & Co., Seattle			

Page 2 of 2 Printed on 2/18/2005 3:54:19 PM



 View of rear
 taken
 12/15/2004

Photography Neg. No (Roll No./Frame No.):

Comments:

View of taken

Photography Neg. No (Roll No./Frame No.):

Comments:

Comments:

Photography Neg. No (Roll No./Frame No.):

taken

View of taken

Photography Neg. No (Roll No./Frame No.):

Comments:

View of

Farwest Printing

at 425 Westlake Ave N. Seattle, WA 98109

LOCATION SECTION

Field Site No. 46

OAHP No.:

Historic Name: Farwest Printing

Common Name: Crawford Office Furniture

Property Address: 425 Westlake Ave N, Seattle, WA 98109

Comments:

County

Quadrangle

King

T25R04E

Township/Range/EW Section 1/4 Sec 1/4 1/4 Sec SE

SEATTLE SOUTH

Zone: 10 Spatial Type: Point

**UTM Reference** 

Sequence:

Acquisition Code: TopoZone.com

1 Easting: 549766

Northing: 5274627

Tax No./Parcel No.

Plat/Block/Lot

Supplemental Map(s)

1983200005

Denny's 1st Add, Block 92, Lot 1-2

Acreage 0.3

taken 12/15/2004

IDENTIFICATION SECTION

Survey Name: South Lake Union Streetcar

Field Recorder: K. Campbell, R. Jackson

**Date Recorded:** 12/15/2004

Owner's Name:

Owner Address:

City/State/Zip:

Seattle Biotechnology LLC

425 Westlake Ave N

Seattle, WA 98109

Classification: Building

**Resource Status** Survey/Inventory

Comments

Within a District? No

Contributing?

**National Register Nomination:** 

Local District:

National Register District/Thematic Nomination Name:

**DESCRIPTION SECTION** 

Historic Use: Commerce/Trade - Business

Current Use: Commerce/Trade - Business

Plan: Rectangle No. of Stories: 2

Structural System: Brick

Changes to plan: Intact

Changes to interior: Unknown

Style

Photography Neg. No (Roll No./Frame No.):

Comments:

View of

Changes to original cladding: Intact Changes to other:

Vernacular

Commercial

Form/Type

Changes to windows: Extensive

Other (specify):

Page 1 of 2

Printed on 2/18/2005 3:55:32 PM

# Historic Property

# Farwest Printing

## at 425 Westlake Ave N. Seattle, WA 98109

Inventory Re	eport for			
Cladding	Fo	undation	Roof Material	Roof Type
<u>Brick</u>	<u>Cc</u>	ncrete - Poured	<u>Unknown</u>	<u>Flat with Parapet</u>
NARRATIVE	SECTION		Date Of Construction: 1920	
Study Unit	Othe		Architect: Charles Haynes	
Commerce			Builder:	
			Engineer:	
	Property appears to meet cr	teria for the National Ro	egister of Historic Places: No	
	Property is located in a pote	ntial historic district (Na	ational and/or local): <u>No</u>	
	Property potentially contribu	ites to a historic district	t (National and/or local):	
Statement of Significance	The Farwest Printing Building was designed by architect Charles Haynes. The original use of this building is unknown. By 1930, the building housed the Farwest Lithograph & Printing Co. (Polk 1930). By 1937, the building contained North Coast Shoe Manufacturers and the Thomas Stratton restaurant. Other businesses included Sunbeam Utilities, Lewis Casing Co (butcher's supply), and Lewis Refrigeration and Supply Co. (Polk 1937, 1938). By 1940 Black and Decker Manufacturing had moved into the building (Polk 1940). By 1951, a butcher's supply store (perhaps the Lewis Co. mentioned above) had taken over the entire building (Sanborn Insurance Co. 1951).			
			brick warehouse style in the Westlake corrido leet eligibility criteria for inclusion in the Nation	or, extensive alterations to windows and entries have reduced the historic nal Register of Historic Places.
Description of Physical Appearance	nearby Van Vorst Warehouse (NB	BJ 1994). Some window about 1970 (NBBJ 1994)	s have been blocked along Republican Street	win Hardwood Building (#70), the Larned Apartments (#20), as well as the t. All of the storefronts along Westlake Avenue have been altered, covered with a new fabric awning. The windows are doors are also new.
Major	NBBJ			

# Bibliographic References

1994 Historic and Cultural Resources. Appendix 15 in Draft Environmental Impact Statement for the Seattle Commons/South Lake Union Plan. Prepared for City of Seattle Planning Department and the Committee for Seattle Commons. Prepared by NBBJ with Caroline Tobin and Hart Crowser.

### Polk, R. L.

1930 City Directory of Seattle. R. L. Polk & Co., Seattle

1937 City Directory of Seattle. R. L. Polk & Co., Seattle

1938 City Directory of Seattle. R. L. Polk & Co., Seattle

1940 City Directory of Seattle. R. L. Polk & Co., Seattle

#### Sanborn Insurance Company

1951 Sanborn Fire Insurance Maps of City of Seattle, Washington, 1905-Mar. 1951. Sanborn Insurance Co., New York.

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Hemphill Diesel Engineering School

at 503 Westlake Ave N. Seattle, WA 98109

LOCATION SECTION

Field Site No. 47

OAHP No.:

Historic Name: Hemphill Diesel Engineering School

Common Name: Antique Liquidators

Property Address: 503 Westlake Ave N, Seattle, WA 98109

Comments:

County

**UTM Reference** 

Sequence:

King

T25R04E

Township/Range/EW Section 1/4 Sec 1/4 1/4 Sec SE

Zone: 10 Spatial Type: Point

Acquisition Code: TopoZone.com

SEATTLE SOUTH

1 Easting: 549680

Northing: 5274657

Tax No./Parcel No.

Plat/Block/Lot

1983200095

Quadrangle

Supplemental Map(s)

Acreage

Denny's 1st Add, Block 93 Lot 7

0.15

IDENTIFICATION SECTION

Survey Name: South Lake Union Streetcar

Field Recorder: K. Campbell, R. Jackson

**Date Recorded:** 12/15/2004

Owner's Name:

Owner Address:

City/State/Zip:

Frances Green

503 Westlake Ave N

Seattle, WA 98109

Classification: Building

**Resource Status** Survey/Inventory

Comments

Within a District? No

Contributing?

**National Register Nomination:** 

Local District:

National Register District/Thematic Nomination Name:

**DESCRIPTION SECTION** 

Historic Use: Education - School

Current Use: Commerce/Trade - Business

Plan: Rectangle No. of Stories: 2

Structural System: Brick

Changes to plan: Intact

Changes to interior: Unknown

Style

Photography Neg. No (Roll No./Frame No.):

Comments:

View of

Changes to original cladding:

Vernacular

Commercial

Form/Type

Changes to windows: Moderate

Intact

Other (specify):

Changes to other:

Page 1 of 2

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## Hemphill Diesel Engineering School

Property potentially contributes to a historic district (National and/or local):

at 503 Westlake Ave N, Seattle, WA 98109

Cladding Brick	Foundation Concrete - Poured	Roof Material <u>Unknown</u>	Roof Type Flat with Parapet		
NARRATIVE SECTION		Date Of Construction: 1919			
Study Unit	Other	Architect:			
Commerce		Builder:			
Manufacturing/Industry		Engineer:			
Property appears to meet criteria for the National Register of Historic Places: Yes					
Property is	located in a potential historic district (Nat	tional and/or local): <u>No</u>			

#### Statement of Significance

The building was originally used as the Hemphill Diesel Engineering School and machine shop (NBBJ 1994). This use continued through 1938 (Polk 1937, 1938). By 1940, several businesses had moved in, including a gold mining company, a welding company, a wholesale beverage company, and an awning company (Polk 1940). By 1951 Sanborn maps indicate use by a machine shop and tent and awning manufacture (Sanborn Insurance Co. 1951).

The Hemphill School is characteristic of the two-story concrete and steel warehouse style common to the Westlake corridor. It is a well preserved example despite some modifications. The property appears to meet eligibility criteria for inclusion in the National Register of Historic Places (local significance).

### Description of Physical Appearance

The Hemphill Diesel Engineering School is a two-story concrete building constructed in 1919. The roofline has a stepped parapet similar to many of the other structures in the corridor. Although the windows have been replaced on the second floor, the aluminum windows do not detract from the building's character. Four windows have been covered over on the Republican Street façade. The entrance on Westlake Avenue has also been modified. This is a simple painted concrete block warehouse with simple decoration on the façade. It is compatible in scale with surrounding buildings, particularly the structures to the north. The sign says Antique Liquidators, established 1970.

#### Major Bibliographic References

#### NBBJ

1994 Historic and Cultural Resources. Appendix 15 in Draft Environmental Impact Statement for the Seattle Commons/South Lake Union Plan. Prepared for City of Seattle Planning Department and the Committee for Seattle Commons. Prepared by NBBJ with Caroline Tobin and Hart Crowser.

#### Polk, R. L.

1937 City Directory of Seattle. R. L. Polk & Co., Seattle 1938 City Directory of Seattle. R. L. Polk & Co., Seattle

1936 City Directory of Seattle. R. L. Polk & Co., Seattle

1940 City Directory of Seattle. R. L. Polk & Co., Seattle

#### Sanborn Insurance Company

1951 Sanborn Fire Insurance Maps of City of Seattle, Washington, 1905-Mar. 1951. Sanborn Insurance Co., New York.

Page 2 of 2

Domestic Utilities Corp.

at 507 Westlake Ave N. Seattle, WA 98109

LOCATION SECTION

Field Site No. 48

OAHP No.:

Historic Name: <u>Domestic Utilit</u>ies Corp.

Common Name: Antique Distributors

Property Address: 507 Westlake Ave N, Seattle, WA 98109

Comments:

County

**UTM Reference** 

King

T25R04E

Township/Range/EW Section 1/4 Sec 1/4 1/4 Sec

SEATTLE SOUTH Zone: 10 Spatial Type: Point Acquisition Code: TopoZone.com

SE

Sequence: 1 Easting: 549675 Northing: <u>5274682</u>

Tax No./Parcel No.

Plat/Block/Lot

Quadrangle

1983200090

Denny's 1st Add, Block 93, Lot 6

Supplemental Map(s) Acreage

0.15

IDENTIFICATION SECTION

Survey Name: South Lake Union Streetcar

Field Recorder: K. Campbell, R. Jackson

**Date Recorded:** 12/15/2004

Owner's Name:

Owner Address:

City/State/Zip:

**Barry Reischling** 

1575 NW 167th

Seattle, WA 98177

Classification: Building

**Resource Status** Survey/Inventory

Comments

Within a District? No

Contributing?

**National Register Nomination:** 

Local District:

National Register District/Thematic Nomination Name:

**DESCRIPTION SECTION** 

Historic Use: Commerce/Trade - Business

Current Use: Commerce/Trade - Business

Plan: Rectangle No. of Stories: 2

Structural System: Brick

Changes to plan: Intact Changes to original cladding: Moderate Changes to interior: Unknown

Style

Vernacular

Form/Type Commercial

Changes to windows: Moderate

Other (specify):

Changes to other:

View of

Photography Neg. No (Roll No./Frame No.):

Comments:

Domestic Utilities Corp.

at 507 Westlake Ave N, Seattle, WA 98109

intellery report to						
Cladding		Foundation	Roof Material	Roof Type		
<u>Brick</u>		Concrete - Poured	<u>Unknown</u>	Flat with Parapet		
<u>Concrete</u>						
NARRATIVE	SECTION		Date Of Construction: 1925			
Study Unit		Other	Architect:			
Commerce			Builder:			
Manufacturing/Industry		Engineer:	Engineer:			
	Property appears to me	et criteria for the National Re	egister of Historic Places: No			
	Property is located in a	potential historic district (Na	ational and/or local): No			
	Property potentially con	ntributes to a historic district	t (National and/or local):			
Statement of Significance	The original use of this structure is unknown. By 1937 the building housed the Domestic Utilities Corp. (Polk 1937), which remained in the building through 1944 (Polk 1943/44). In 1948/49, the building contained Garrett M. Lowman & Associates manufacturing, and the Peerless Electric Supply Corp. (Polk 1948/49). The building now houses the Antique Distributors. This is the most elaborate of the three warehouse buildings in this block of Westlake, but has been extensively modified on the ground floor with new cladding and entries. The property does not appear to meet eligibility criteria for inclusion in the National Register of Historic Places.					
Description of Physical Appearance	The Domestic Utilities Corp. is a two-story brick building constructed in 1925. It is a typical retail structure with relatively ornate (compared to nearby buildings) terra cotta detailing. The ground floor storefronts have been extensively modified with new cladding, windows, and doors. The upper floor windows and brick cladding remain intact, as do the transom windows on the first floor.					
Major Bibliographic References		e. R. L. Polk & Co., Seattle attle. R. L. Polk & Co., Seattle				

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Pure Milk Dairy

at 515 Westlake Ave N. Seattle, WA 98109

LOCATION SECTION

Field Site No. 49

OAHP No.:

Historic Name: Pure Milk Dairy

Common Name: Huge Loewy Co.

Property Address: 515 Westlake Ave N, Seattle, WA 98109

Comments:

County

Quadrangle

**UTM Reference** 

King

T25R04E

Township/Range/EW Section 1/4 Sec 1/4 1/4 Sec SE

SEATTLE SOUTH

Zone: 10 Spatial Type: Point

Acquisition Code: TopoZone.com

Sequence:

1 Easting: 549675

Northing: <u>5274712</u>

Tax No./Parcel No.

Plat/Block/Lot

Supplemental Map(s)

Acreage 0.22

1983200085

Denny's 1st Add, Block 93 Lot 4-5

IDENTIFICATION SECTION

Survey Name: South Lake Union Streetcar

Field Recorder: K. Campbell, R. Jackson

**Date Recorded:** 12/15/2004

Owner's Name:

Owner Address:

City/State/Zip:

Michael Kaplan

515 Westlake Ave N

Seattle, WA 98109

Classification: Building

**Resource Status** Survey/Inventory

Comments

Within a District?

Contributing?

**National Register Nomination:** 

Local District:

National Register District/Thematic Nomination Name:

**DESCRIPTION SECTION** 

Historic Use: Commerce/Trade - Business

Current Use: Commerce/Trade - Business

Plan: Rectangle No. of Stories: 2

Structural System: Brick

Changes to plan: Intact Changes to original cladding: Moderate Changes to interior: Unknown

Style Vernacular Photography Neg. No (Roll No./Frame No.):

Comments:

View of

Form/Type Commercial

Changes to windows: Moderate

Other (specify):

Changes to other:

Page 1 of 2

Printed on 2/18/2005 3:59:02 PM

# Pure Milk Dairy

at 515 Westlake Ave N, Seattle, WA 98109

Cladding	Foundation	Roof Material	Roof Type			
<u>Brick</u>	Concrete - Poured	<u>Unknown</u>	Flat with Parapet			
Stone - Ashlar/C	<u>ut</u>		<del></del>			
Vertical - Boards						
NARRATIVE	SECTION	Date Of Construction: 1920				
Study Unit	Other	Architect:				
Commerce		Builder:				
		Engineer:				
	Property appears to meet criteria for the National Re	gister of Historic Places: No				
	Property is located in a potential historic district (Nat	ional and/or local): <u>No</u>				
	Property potentially contributes to a historic district	(National and/or local):				
Statement of Significance		g was converted to the US Army Commiss	n at least 1925 (Polk 1920, 1925). By 1937, the building housed the ary and Quartermasters Corp during the war. By 1948/49, the building			
	The Pure Milk Dairy is characteristic of the brick warehouse style of the Westlake corridor, but has been extensively modified in the form of new cladding, windows, and doors. The property does not appear to meet eligibility criteria for inclusion in the National Register of Historic Places.					
Description of Physical Appearance	The Pure Milk Dairy is a two-story concrete structure built in 1920. It is a simple brick-faced warehouse. The lower floor has been extensively altered, with new tile on the bulkhead and surrounding the first floor windows, aluminum doors, and aluminum windows. Vertical board covers the transom windows. The upper floor exhibits the original yellow brick cladding and wood windows. The building is somewhat deteriorated.					
Major Bibliographic References	Polk, R. L. 1920 City Directory of Seattle. R. L. Polk & Co., Seattle 1925 City Directory of Seattle. R. L. Polk & Co., Seattle 1937 City Directory of Seattle. R. L. Polk & Co., Seattle 1943/44 City Directory of Seattle. R. L. Polk & Co., Seattle 1948/49 City Directory of Seattle. R. L. Polk & Co., Seattle					

Page 2 of 2 Printed on 2/18/2005 3:59:04 PM

William O. McKay Ford Dealership

at 609 Westlake Ave N. Seattle, WA 98109

LOCATION SECTION

Field Site No. 51

OAHP No.:

Historic Name: William O. McKay Ford Dealership

Common Name:

Property Address: 609 Westlake Ave N, Seattle, WA 98109

Comments:

County King

T25R04E

Township/Range/EW Section 1/4 Sec 1/4 1/4 Sec ΝE 30

Quadrangle SEATTLE NORTH **UTM Reference** 

Zone: 10 Spatial Type: Point

Acquisition Code: TopoZone.com

Sequence:

1 Easting: 549670

Northing: 5274819

Tax No./Parcel No.

Plat/Block/Lot

Supplemental Map(s)

Acreage

4088803385

Lake Union Shore Lands Add, Block 78 All Lots

1.68

IDENTIFICATION SECTION

Survey Name: South Lake Union Streetcar

Field Recorder: K. Campbell, R. Jackson

**Date Recorded:** 12/15/2004

Owner's Name:

Owner Address:

City/State/Zip:

City Investors XX LLC

505 5th Ave S

Seattle, WA 98104

Classification: Building

**Resource Status** Determined Eligible - SHPO Comments

Within a District? No

050598-09-FTA

Contributing?

**National Register Nomination:** 

Local District:

National Register District/Thematic Nomination Name:

**DESCRIPTION SECTION** 

Historic Use: Commerce/Trade - Business

Current Use: Commerce/Trade - Business

Plan: Rectangle No. of Stories: 1-2

Structural System: Mixed

Changes to plan: Intact

Changes to interior: Slight

Style

Vernacular

Photography Neg. No (Roll No./Frame No.):

Form/Type

Changes to original cladding: Changes to windows: Moderate

Intact

Other (specify):

Changes to other:

View of

Comments:

Commercial

Page 1 of 2

Printed on 2/3/2005 2:51:45 PM

## William O. McKay Ford Dealership

at 609 Westlake Ave N, Seattle, WA 98109

Cladding	Foundation	Roof Material	Roof Type	
Terra Cotta	<u>Concrete - Poured</u>	<u>Unknown</u>	Flat with Parapet	
NARRATIVE SECTION		Date Of Construction: 1922/1925		
Study Unit	Other	Architect: Warren H. Milner & Co.,	Thomas & Grainger	
Commerce		Builder:		
Transportation				
Architecture/Landscape Arch	<u>nitecture</u>	Engineer:		
Prope	erty appears to meet criteria for the National Regi	ster of Historic Places: Yes		
Prope	erty is located in a potential historic district (Natio	onal and/or local): No		
Prope	erty potentially contributes to a historic district (N	lational and/or local):		

### Statement of Significance

These two ornate terra cotta buildings are fine examples of an early automobile dealership operation. These are among the few remaining buildings of this type or this level of architectural quality. They have made a major visual statement at this busy intersection since their construction. The original two-story structure was a Ford auto sales and garage building constructed by E. F. Sweeney in 1922 (NBBJ 1994). The corner building was built in 1925 for William O. McKay's sales and service building. The McKay dealership occupied these buildings for many years. This building has been determined eligible for inclusion in the National Register of Historic Places.

### Description of Physical Appearance

The two older buildings that contribute to the property's NRHP eligibility include the showroom and the garage. The one-story showroom building, with its ornate terra cotta cladding and elaborate carved wooden entrances, is located on the northwest corner of Westlake and Mercer. The two-story sales and garage building to the north is also clad in terra cotta, but is simpler and less exuberant. The windows on the upper floor of this structure are new. Most of the other windows are original or closely resemble the originals. The doors on both buildings are probably new. The large "Lincoln-Mercury" signage, although not original, was removed when the building became a Land Rover dealership.

An addition to the north of the original buildings was constructed within approximately the last 20 years. In 1987, the west portion of the south elevation of the corner building was altered (NBBJ 1994). Architects for the remodel were Bittman Vammen Taylor. The corner building has ornate piers with elaborate capitals surrounding the entrance and on the corners of the two primary elevations. There is a cartouche with the head of Abraham Lincoln above the entrance and "Pacific" sign at 601 Westlake Avenue. The interior of the corner showroom is particularly elaborate with a vaulted ceiling with a chandelier and lonic columns. The corner building has structural problems due to settlement, and it is sinking at the southeast corner.

#### Major Bibliographic References

#### **NBBJ**

1994 Historic and Cultural Resources. Appendix 15 in Draft Environmental Impact Statement for the Seattle Commons/South Lake Union Plan. Prepared for City of Seattle Planning Department and the Committee for Seattle Commons. Prepared by NBBJ with Caroline Tobin and Hart Crowser.

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LOCATION SECTION

Field Site No. 52

OAHP No.:

**Historic Name:** 

Common Name: Faction

Property Address: 500 Westlake Ave N, Seattle, WA 98109

Comments:

County

Township/Range/EW Section 1/4 Sec 1/4 1/4 Sec

Quadrangle

King

T25R04E

SE

SEATTLE SOUTH

Zone: 10 Spatial Type: Point

Acquisition Code: Unknown

Sequence:

**UTM Reference** 

1 Easting: 549721

Northing: <u>5274667</u>

Tax No./Parcel No.

Plat/Block/Lot

1983200170

Denny's 1st Add, Block 94 Lot 8-9

IDENTIFICATION SECTION

Survey Name: South Lake Union Streetcar

Field Recorder: K. Campbell, R. Jackson

**Date Recorded:** 12/15/2004

Owner's Name:

Owner Address:

City/State/Zip:

City Investors IX LLC

505 5th Ave S

Seattle, WA 98104

Classification: Building

**Resource Status** Survey/Inventory

Comments

Within a District? No

Contributing?

**National Register Nomination:** 

Local District:

National Register District/Thematic Nomination Name:

**DESCRIPTION SECTION** 

Historic Use: Commerce/Trade - Business

Current Use: Work-in-Progress

Plan: Square No. of Stories: 3

Structural System: Concrete - Block

Changes to interior: Extensive

Style

Supplemental Map(s)

Acreage 0.3

View of

taken 12/15/2004

Photography Neg. No (Roll No./Frame No.):

Comments:

Changes to plan: Intact Changes to original cladding: Extensive

Changes to other:

Vernacular

Form/Type Commercial

Changes to windows: Extensive

Other (specify):

# at 500 Westlake Ave N, Seattle, WA 98109

Cladding	Foundation	Roof Material	Roof Type
<u>Concrete</u>	Concrete - Poured	<u>Unknown</u>	Flat with Parapet
NARRATIVE :	SECTION	Date Of Construction:	<u>1940-50?</u>
Study Unit	Other	Architect:	
Commerce		Builder:	
		Engineer:	
	Property appears to meet criteria for the National Register of	Historic Places: No	
	Property is located in a potential historic district (National ar	nd/or local): <u>No</u>	
	Property potentially contributes to a historic district (National	ıl and/or local):	
Statement of Significance		corridor. The interior is un	d perhaps the marquee. Its character is quite different from the brick and concrete indergoing significant changes in the conversion of the building to a restaurant and if or inclusion in the National Register of Historic Places.
Description of Physical Appearance	1919 but this date is not consistent with concrete block construction of Moderne. The building, awning, marquee, and windows all follow this	or the style of the building. curvilinear line. The buil- aluminum doors, as well a	950s. The King County Assessor's data indicates the building was constructed in It is on a corner lot and is rounded on the corner in a style reminiscent of Art ding is currently undergoing remodeling work to convert former retail space to s decorative metal flashing around the windows and roof line. The form of the remodel.
Major Bibliographic References			

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View of taken  $\frac{12/15/2004}{}$ 

Photography Neg. No (Roll No./Frame No.):

Comments:

Photography Neg. No (Roll No./Frame No.):

Comments:

View of

View of taken

Photography Neg. No (Roll No./Frame No.):

Comments:

View of taken

Photography Neg. No (Roll No./Frame No.):

Comments:

taken

LOCATION SECTION

Field Site No. 54

OAHP No.:

**Historic Name:** 

Common Name: Clements & Rice Building

Property Address: 536 Westlake Ave N, Seattle, WA 98109

Comments:

County

King

Township/Range/EW Section 1/4 Sec 1/4 1/4 Sec

SE

Quadrangle SEATTLE SOUTH **UTM Reference** 

Zone: 10 Spatial Type: Point

Acquisition Code: TopoZone.com

Sequence:

View of

Comments:

Photography Neg. No (Roll No./Frame No.):

1 Easting: 549716

Northing: <u>5274769</u>

Tax No./Parcel No.

Plat/Block/Lot

Supplemental Map(s)

1983200196

Denny's 1st Add, Block 94 Lot 13-14

Acreage 0.18

IDENTIFICATION SECTION

Survey Name: South Lake Union Streetcar

Field Recorder: K. Campbell, R. Jackson

T25R04E

**Date Recorded:** 12/15/2004

Owner's Name:

Owner Address:

City/State/Zip:

City Investors IX LLC

505 5th Ave S

Seattle, WA 98104

Classification: Building

**Resource Status** Survey/Inventory

Comments

Within a District? No

Contributing?

**National Register Nomination:** 

Local District:

National Register District/Thematic Nomination Name:

**DESCRIPTION SECTION** 

Historic Use: Commerce/Trade - Business

Current Use: Commerce/Trade - Business

Plan: Rectangle No. of Stories: 3

Structural System: Concrete - Poured

Changes to plan: Intact

Changes to interior: Unknown

Style

Form/Type

Changes to original cladding: Extensive

Changes to other:

Vernacular

Commercial

Changes to windows: Extensive

Other (specify):

Page 1 of 2

Printed on 2/3/2005 2:53:55 PM

# at 536 Westlake Ave N, Seattle, WA 98109

Cladding	Foundation	Roof Material	Roof Type
Stucco	Concrete - Poured	<u>Unknown</u>	Flat with Parapet
Concrete			<del></del>
NARRATIVE	SECTION	Date Of Construction:	1920
Study Unit	Other	Architect:	
Commerce		Builder:	
		Engineer:	
	Property appears to meet criteria for the National Regis	ster of Historic Places: <u>No</u>	
	Property is located in a potential historic district (Nation	nal and/or local): <u>No</u>	
	Property potentially contributes to a historic district (Na	ational and/or local):	
Statement of Significance		e building contained Northwest Ch	enjamin Franklin Thrift Store (Polk 1937). In 1938, the building housed Horluck's hurch Publications (printers), and Community Printers (Polk 1940). By 1944, 948/49, Sanborn Insurance Co. 1951).
			een surrounded by new construction and is no longer a visible part of the building. ar to meet eligibility criteria for inclusion in the National Register of Historic Places.
Description of Physical Appearance	1950s or 1960s, with pebbled stucco cladding, aluminum windo structure on the southeast corner of the building with a garage of	ows and doors, and tinted glass. Tentrance on the ground floor. The	n, cladding, windows, and doors all suggest a complete remodel sometime in the The only portion of the building that appears to be original is a narrow five-story windows on this structure have been blocked in and the structure does not and this older structure and it is only visible from the rear of the building.
Major Bibliographic References	Polk, R. L. 1937 City Directory of Seattle. R. L. Polk & Co., Seattle 1938 City Directory of Seattle. R. L. Polk & Co., Seattle 1940 City Directory of Seattle. R. L. Polk & Co., Seattle 1943/44 City Directory of Seattle. R. L. Polk & Co., Seattle 1948/49 City Directory of Seattle. R. L. Polk & Co., Seattle		
	Sanborn Insurance Company 1951 Sanborn Fire Insurance Maps of City of Seattle, Washingt	ton, 1905-Mar. 1951. Sanborn In:	surance Co., New York.

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Photography Neg. No (Roll No./Frame No.):

Comments:

View of tower in rear

taken 12/15/2004

Photography Neg. No (Roll No./Frame No.):

Comments:

View of taken

Photography Neg. No (Roll No./Frame No.):

Comments:

View of taken

Photography Neg. No (Roll No./Frame No.):

Brace Lumber

at 965 Valley St. Seattle, WA 98109

LOCATION SECTION

Field Site No. 56

OAHP No.:

Historic Name: Brace Lumber

Common Name:

Property Address: 965 Valley St, Seattle, WA 98109

Comments:

Supplemental Map(s)

County

Township/Range/EW Section 1/4 Sec 1/4 1/4 Sec

Quadrangle

**UTM Reference** 

Sequence:

View of

Comments:

King

T25R04E

NE

SEATTLE NORTH

Zone: 10 Spatial Type: Point

Acquisition Code: TopoZone.com

Tax No./Parcel No.

1 Easting: 549772

Northing: <u>5274906</u>

Plat/Block/Lot

4088803240

Lake Union Shore Lands Add, Block 77, Lot 2

0.33

Acreage

IDENTIFICATION SECTION

Survey Name: South Lake Union Streetcar

Field Recorder: K. Campbell, R. Jackson

**Date Recorded:** 12/15/2004

Owner's Name:

Owner Address:

City/State/Zip:

City Investors XI LLC 505 5th Ave S Seattle, WA 98104

Classification: Building

**Resource Status** Survey/Inventory

Comments

Within a District? No

Contributing?

**National Register Nomination:** 

Local District:

National Register District/Thematic Nomination Name:

**DESCRIPTION SECTION** 

Historic Use: Industry/Processing/Extraction - Industrial Storage

Current Use: Vacant/Not in Use

Plan: Rectangle No. of Stories: 1

Structural System: Braced Frame

Changes to plan: Intact

Changes to interior: Unknown

Style

Photography Neg. No (Roll No./Frame No.):

Changes to original cladding: Intact

Changes to other:

Vernacular

Form/Type Commercial

Changes to windows: Extensive

Other (specify):

Page 1 of 2

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# Historic Property

Brace Lumber

at 965 Valley St, Seattle, WA 98109

Inventory Re	eport for			
Cladding	Fe	oundation	Roof Material	Roof Type
Wood	<u>U</u>	<u>Inknown</u>	<u>Unknown</u>	<u>Flat with Parapet</u>
NARRATIVE	SECTION		Date Of Construction: 1935	
Study Unit	Othe	er .	Architect:	
Commerce			Builder:	
Manufacturing/I	<u>ndustry</u>		Engineer:	
	Property appears to meet c	riteria for the National R	egister of Historic Places: Yes	
	Property is located in a pot	ential historic district (N	ational and/or local): <u>No</u>	
	Property potentially contrib	utes to a historic distric	t (National and/or local):	
Statement of Significance	I his wood trame structure is the only remaining building from the Brace & Herger Lumber Will, originally folloged in 1882 as the Lake Union Lumber & Manufacturing Company			
Description of Physical				of a typical gabled warehouse industrial structure. It has horizontal wood ons. The entrances have also been changed and in some cases, boarded

Appearance

up. The roof line has a stepped parapet similar to other buildings in the project area.

Major Bibliographic References

NBBJ

1994 Historic and Cultural Resources. Appendix 15 in Draft Environmental Impact Statement for the Seattle Commons/South Lake Union Plan. Prepared for City of Seattle Planning Department and the Committee for Seattle Commons. Prepared by NBBJ with Caroline Tobin and Hart Crowser.

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View of taken 12/15/2004

Photography Neg. No (Roll No./Frame No.):

Comments:



View of taken <u>12/15/2004</u>

Photography Neg. No (Roll No./Frame No.):

Comments:



View of taken <u>12/15/2004</u>

Photography Neg. No (Roll No./Frame No.):

Comments:

View of taken

Photography Neg. No (Roll No./Frame No.):

LOCATION SECTION

Field Site No. 57

OAHP No.:

**Historic Name:** 

Common Name: Auto Service

Property Address: 630 Westlake Ave N, Seattle, WA 98109

Comments:

County

Township/Range/EW Section 1/4 Sec 1/4 1/4 Sec

Quadrangle

**UTM Reference** 

T25R04E King

NE 30

SEATTLE NORTH

Zone: 10 Spatial Type: Point Sequence:

AUTO SERVICE 621-8855

Photography Neg. No (Roll No./Frame No.):

Acquisition Code: TopoZone.com

Northing: 5274906

Tax No./Parcel No.

Plat/Block/Lot

1 Easting: 549721

4088803235

Supplemental Map(s)

Lake Union Shore Land Add, Block 77, Lot 1

0.3

Acreage

IDENTIFICATION SECTION

Survey Name: South Lake Union Streetcar

Field Recorder: K. Campbell, R. Jackson

**Date Recorded:** 12/15/2004

Owner's Name:

Owner Address:

City/State/Zip:

City Investors XI LLC

505 5th Ave S

Seattle, WA 98104

Classification: Not Identified

**Resource Status** Survey/Inventory

Comments

Within a District? No

Contributing?

**National Register Nomination:** 

Local District:

National Register District/Thematic Nomination Name:

**DESCRIPTION SECTION** 

Historic Use: Commerce/Trade - Business

Current Use: Vacant/Not in Use

Plan: Square No. of Stories: 1

Structural System: Braced Frame

Changes to plan: Intact Changes to original cladding: Extensive Changes to interior: Unknown

Style

View of

Comments:

Form/Type

Changes to windows: Extensive

Other (specify):

Changes to other:

Vernacular

Commercial

Page 1 of 2

Printed on 2/18/2005 4:03:01 PM

# at 630 Westlake Ave N, Seattle, WA 98109

	F			
Cladding	Foundation	Roof Material	Roof Type	
Vertical - Boards	<u>Concrete - Poured</u>	<u>Unknown</u>	Flat with Parapet	
<u>Concrete</u>	<u>Concrete - Block</u>		<u>Shed</u>	
NARRATIVE	SECTION	Date Of Construction: 1930/194	4 <u>8</u>	
Study Unit	Other	Architect:		
Commerce		Builder:		
		Engineer:		
	Property appears to meet criteria for the Natio	nal Register of Historic Places: No		
	Property is located in a potential historic distri	ict (National and/or local): No		
	Property potentially contributes to a historic d	istrict (National and/or local):		
Statement of Significance	The original use of theses structures is linknown. The 1930 structure was the Roy Street Care in 1937 (Polk 1937). The building went through a series of ownership changes in			
Description of Physical Appearance	the property of unknown construction date, similar in f	form to the wood frame structure. All of the buildings	e built in 1948. There is another one-story concrete block structure on s are in deteriorating condition and have been extensively modified by Remains of gas pumps are still visible on the property.	
Major Bibliographic References	Polk, R. L. 1937 City Directory of Seattle. R. L. Polk & Co., Seat 1938 City Directory of Seattle. R. L. Polk & Co., Seat 1940 City Directory of Seattle. R. L. Polk & Co., Seat 1943/44 City Directory of Seattle. R. L. Polk & Co., S 1948/49 City Directory of Seattle. R. L. Polk & Co., S	tle tle eattle		

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Sanborn Insurance Company 1951 Sanborn Fire Insurance Maps of City of Seattle, Washington, 1905-Mar. 1951. Sanborn Insurance Co., New York.



View of taken <u>12/15/2004</u>

Photography Neg. No (Roll No./Frame No.):

Comments:



View of taken <u>12/15/2004</u>

Photography Neg. No (Roll No./Frame No.):

Comments:

View of taken

Photography Neg. No (Roll No./Frame No.):

Comments:

View of taken

Photography Neg. No (Roll No./Frame No.):

### at 900 Roy St, Seattle, WA 98109

LOCATION SECTION

Field Site No. 58

30

OAHP No.:

**Historic Name:** 

Common Name: Jet City Flooring

Property Address: 900 Roy St, Seattle, WA 98109

Comments:

County

Township/Range/EW Section 1/4 Sec 1/4 1/4 Sec Quadrangle

UTM Reference

King

T25R04E

NE SEATTLE NORTH

Zone: 10 Spatial Type: Point

Acquisition Code: <u>TopoZone.com</u>

\_\_\_\_

Sequence: <u>1</u> Easting: <u>549624</u>

Northing: <u>5274916</u>

Tax No./Parcel No.

Plat/Block/Lot

Supplemental Map(s)

4088803495

Lake Union Shore Land Add, Block 81, Lot 1

Acreage 0.18

IDENTIFICATION SECTION

Survey Name: South Lake Union Streetcar

Field Recorder: K. Campbell, R. Jackson

Date Recorded: 12/15/2004

Owner's Name:

Owner Address:

City/State/Zip:

Seattle DOT

600 5th Ave

Seattle, WA 98104

Classification: Building

Resource Status
Survey/Inventory

Comments

Within a District? No

Contributing?

**National Register Nomination:** 

**Local District:** 

National Register District/Thematic Nomination Name:

**DESCRIPTION SECTION** 

Historic Use: Unknown

Current Use: Vacant/Not in Use

Plan: Polygonal No. of Stories: 1

Structural System: Brick

Changes to plan: Intact

Changes to interior: Unknown

Style

Photography Neg. No (Roll No./Frame No.):

Form/Type Commercial

Changes to original cladding:

Changes to windows: Moderate

Intact

Other (specify):

Changes to other:

<u>Vernacular</u>

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View of

taken 12/15/2004

# at 900 Roy St, Seattle, WA 98109

Cladding		Foundation	Roof Material	Roof Type
		<u>Concrete - Poured</u>	<u>Unknown</u>	<u>Flat with Parapet</u>
NARRATIVE	SECTION		Date Of Construction: 1941	
Study Unit		Other	Architect:	
Commerce			Builder:	
			Engineer:	
	Property	appears to meet criteria for the National Req	gister of Historic Places: No	
	Property	is located in a potential historic district (Nat	tional and/or local): No	
	Property	potentially contributes to a historic district (	(National and/or local):	
Statement of Significance	The onomaluse of his structure is unknown. No iisunos codio de found in the City Directores. The bulloing goes not exhibit any noteworthy architectural detail not is it significant.			
Description of Physical Appearance	Jet City Floori garage door o	ng is a one-story brick building constructed in 1 n the south elevation appears to be new. Awni	941. One set of windows on the west elerings are also new.	vation has been replaced; otherwise windows appear to be original. The
Major Bibliographic References				

Page 2 of 2 Printed on 2/18/2005 4:04:16 PM



View of taken <u>12/15/2004</u>

Photography Neg. No (Roll No./Frame No.):

Comments:

View of taken

Photography Neg. No (Roll No./Frame No.):

Comments:

View of taken

Photography Neg. No (Roll No./Frame No.):

Comments:

View of taken

Photography Neg. No (Roll No./Frame No.):

LOCATION SECTION

Field Site No. 59

OAHP No.:

**Historic Name:** 

Common Name: Outback Restaurant

Property Address: 707 Westlake Ave N, Seattle, WA 98109

Comments:

Supplemental Map(s)

County

Township/Range/EW Section 1/4 Sec 1/4 1/4 Sec

Quadrangle

**UTM Reference** 

T25R04E King

NE

SEATTLE NORTH

Zone: 10 Spatial Type: Point Sequence:

Acquisition Code: TopoZone.com

30

1 Easting: 549654

Northing: 5274931

Tax No./Parcel No.

Plat/Block/Lot

4088803500

Lake Union Shore Land Add, Block 81 Lot 2-3

0.41

Acreage

IDENTIFICATION SECTION

Survey Name: South Lake Union Streetcar

Field Recorder: K. Campbell, R. Jackson

**Date Recorded:** 12/15/2004

Owner's Name:

Owner Address:

City/State/Zip:

Jerome Kenney

707 Westlake Ave N

Seattle, WA 98109

Classification: Building

**Resource Status** Survey/Inventory

Comments

Within a District? No

Contributing?

**National Register Nomination:** 

Local District:

National Register District/Thematic Nomination Name:

**DESCRIPTION SECTION** 

Historic Use: Commerce/Trade - Business

Current Use: Commerce/Trade - Restaurant

Plan: Polygonal No. of Stories: 2

Structural System: Brick

Changes to plan: Intact Changes to original cladding: Extensive Changes to interior: Unknown

Style

Photography Neg. No (Roll No./Frame No.):

Comments:

View of

Form/Type Commercial

Changes to windows: Extensive

Other (specify):

Changes to other:

Vernacular

# at 707 Westlake Ave N, Seattle, WA 98109

Cladding	Foundation	Roof Material	Roof Type	
Veneer	Concrete - Poured	Unknown	Flat with Parapet	
Veneer - Brick	<del></del>	<del></del>	riat with railapet	
NARRATIVE	SECTION	Date Of Construction:	<u>1914</u>	
Study Unit	Other	Architect:		
Commerce		Builder:		
Transportation		Engineer:		
	Property appears to meet criteria for the National Regist	ter of Historic Places: No		
	Property is located in a potential historic district (Nation	nal and/or local): <u>No</u>		
	Property potentially contributes to a historic district (Nat	tional and/or local):		
Statement of Significance	During the 1920s and 1930s, the South Lake Union area in general and Westlake Avenue in particular developed as an automobile-oriented area, with new and used car dealerships, repair shops, tire shops, service stations, and an automobile assembly plant. Practically every store along the corridor housed an auto-oriented business at some time, anchored by the Ford Assembly Plant at Valley and Fairview, and the William O. McKay Ford Dealership at Valley and Westlake.			
	The original use of this structure is unknown. In 1925 the building housed the Handy Tire Shop (Polk 1925), and in 1930 the John H. Johnson Tire Shop (Polk 1930). By 1943/44 the building contained the Green Tavern (Polk 1943/44). Sanborn Insurance maps from 1951 show the building as an auto sheet metal shop and printing business (Sanborn Insurance Co. 1951). The conversion to the Outback Restaurant occurred within the last five years. The property has been extensively modified and no longer retains historic integrity. It does not appear to meet eligibility criteria for inclusion in the National Register of Historic Places.			
Description of Physical Appearance	The Outback Restaurant is a two-story brick building constructed awnings, and a modified entry. None of the historic building fabruary		en extensively modified with the addition of new stucco cladding, new windows and	
Major Bibliographic References	Polk, R. L. 1925 City Directory of Seattle. R. L. Polk & Co., Seattle 1930 City Directory of Seattle. R. L. Polk & Co., Seattle 1943/44 City Directory of Seattle. R. L. Polk & Co., Seattle			
	Sanborn Insurance Company 1951 Sanborn Fire Insurance Maps of City of Seattle, Washington	on, 1905-Mar. 1951. Sanborn Iı	nsurance Co., New York.	

Page 2 of 2 Printed on 2/3/2005 2:58:09 PM



View of taken  $\frac{12/15/2004}{12}$ 

Photography Neg. No (Roll No./Frame No.):

Comments:

View of taken

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Comments:

View of taken

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Comments:

View of taken

Photography Neg. No (Roll No./Frame No.):

Kraft Cheese Co.

at 1000 Mercer St. Seattle, WA 98109

LOCATION SECTION

Field Site No. 62

OAHP No.:

Historic Name: Kraft Cheese Co.

Common Name: West Marine

Property Address: 1000 Mercer St, Seattle, WA 98109

Comments:

County

Township/Range/EW Section 1/4 Sec 1/4 1/4 Sec

Quadrangle

**UTM Reference** 

King

T25R04E NE 30

SEATTLE NORTH

Zone: 10 Spatial Type: Point Sequence:

Acquisition Code: TopoZone.com

Northing: <u>5274819</u>

Tax No./Parcel No.

Plat/Block/Lot

1 Easting: 549811

1983200416

Denny's 1st Add, Block 104, Lot 5-6

Supplemental Map(s)

0.34

Acreage

IDENTIFICATION SECTION

Survey Name: South Lake Union Streetcar

Field Recorder: K. Campbell, R. Jackson

**Date Recorded:** 12/15/2004

Owner's Name:

Owner Address:

City/State/Zip:

A. Heglund, Jr. 1225 NW Elford Seattle, WA 98177

Classification: Building

**Resource Status** 

Survey/Inventory

Comments

Within a District? No

Contributing?

**National Register Nomination:** 

Local District:

National Register District/Thematic Nomination Name:

**DESCRIPTION SECTION** 

Historic Use: Commerce/Trade - Warehouse

Current Use: Commerce/Trade - Business

Plan: Square No. of Stories: 2

Structural System: Brick

Changes to plan: Intact

Changes to interior: Unknown

Style

Form/Type

Changes to original cladding: Extensive

Changes to other:

Vernacular

View of

Comments:

Photography Neg. No (Roll No./Frame No.):

Commercial

Changes to windows: Extensive

Other (specify):

Page 1 of 2

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Kraft Cheese Co.

at 1000 Mercer St, Seattle, WA 98109

Cladding	Fou	ndation	Roof Material	Roof Type
Stucco		crete - Poured	Unknown	Flat with Parapet
Brick				nat with ranges
		- — — — — — — —		4000
NARRATIVE	SECTION	·	Date Of Construction: 1	<u>1932</u>
Study Unit	Other	, and the second	Architect:	
Commerce		E	Builder:	
Manufacturing/In	<u>dustry</u>	E	Engineer:	
	Property appears to meet crit	eria for the National Register of H	istoric Places: No	
	Property is located in a poten	tial historic district (National and/	/or local): <u>No</u>	
	Property potentially contribut	es to a historic district (National a	and/or local):	
Statement of Significance  The original use of the structure is unknown, although it was likely built for the Kraft Cheese Co., which occupied the building from the late 1930s through the 1950 1938, 1940, 1948/49, Sanborn Insurance Co. 1951). While the continuous use of this building by a well known firm makes this building interesting historically, it has extensively modified with new cladding, windows, and entries, and has lost all historic integrity. It currently houses West Marine, a marine supply store. The proper appear to meet eligibility criteria for inclusion in the National Register of Historic Places.				a well known firm makes this building interesting historically, it has been
Description of Physical Appearance	windows and doors, and a large aw	ning sign that wraps around the sout	th and west sides of the bu	building has been extensively altered with new stucco cladding, aluminum uilding. The original brick is still visible on the rear (north) elevation. The building ne west side. Some of the upper story windows have been blocked in.
Major Bibliographic References	Polk, R. L. 1937 City Directory of Seattle. R. L 1938 City Directory of Seattle. R. L 1940 City Directory of Seattle. R. L 1948/49 City Directory of Seattle. F	. Polk & Co., Seattle . Polk & Co., Seattle		
	Sanborn Insurance Company 1951 Sanborn Fire Insurance Maps	of City of Seattle, Washington, 1905	5-Mar. 1951. Sanborn Ins	urance Co., New York.

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View of taken  $\underline{12/15/2004}$ 

Photography Neg. No (Roll No./Frame No.):

Comments:

View of taken

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Comments:



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Comments:

View of taken

Photography Neg. No (Roll No./Frame No.):

LOCATION SECTION

Field Site No. 64

OAHP No.:

**Historic Name:** 

Common Name: Far Fetched Furniture Warehouse

Property Address: 1001 Mercer St, Seattle, WA 98109

Comments:

County

Township/Range/EW Section 1/4 Sec 1/4 1/4 Sec Quadrangle **UTM Reference** 

King

T25R04E

SE

SEATTLE SOUTH

Zone: 10 Spatial Type: Point Sequence:

Acquisition Code: TopoZone.com

Tax No./Parcel No.

Plat/Block/Lot

1 Easting: 549821

Northing: <u>5274758</u>

1983200375

Denny's 1st Add, Block 103 Lot 11-14

Supplemental Map(s)

Acreage 0.61

IDENTIFICATION SECTION

Survey Name: South Lake Union Streetcar

Field Recorder: K. Campbell, R. Jackson

**Date Recorded:** 12/15/2004

Owner's Name:

Owner Address:

City/State/Zip:

City Investors XVI LLC 505 5th Ave S

Seattle, WA 98104

Classification: Building

**Resource Status** Survey/Inventory

Comments

Within a District? No

Contributing?

**National Register Nomination:** 

Local District:

National Register District/Thematic Nomination Name:

**DESCRIPTION SECTION** 

Historic Use: Commerce/Trade - Warehouse

Current Use: Commerce/Trade - Warehouse

Plan: Irregular No. of Stories: 1

Structural System: Braced Frame

Changes to plan: Extensive Changes to original cladding: Extensive Changes to interior: Unknown

Style

Vernacular

View of

Comments:

Form/Type Commercial

Photography Neg. No (Roll No./Frame No.):

Changes to windows: Moderate

Other (specify):

Changes to other:

Page 1 of 2

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# at 1001 Mercer St, Seattle, WA 98109

Cladding	Foundation	Roof Material	Roof Type	
Veneer - Vinyl Sig	ling <u>Concrete - Poured</u>	<u>Wood</u>	<u>Varied Roof Lines</u>	
		<u>Other</u>		
NARRATIVE	SECTION	Date Of Construction:	1950	
Study Unit	Other	Architect:		
Manufacturing/In	dustry	Builder:		
		Engineer:		
	Property appears to meet criteria for the National Regist	er of Historic Places: No		
	Property is located in a potential historic district (Nation	al and/or local): <u>No</u>		
	Property potentially contributes to a historic district (Nat	tional and/or local):		
Statement of Significance	Line original use of the property is linknown. In 1951 the property is listed as a lumber and rooting material warehouse (Sanborn insurance Co. 1951). The office on the north			
Description of Physical Appearance	original structure including a second warehouse building to the s	outh, creating an "L" shape. T	e original building had a wood truss roof. There have been several additions to the his space was expanded with aluminum sheet metal and an office added to the hum and are likely original. The entire configuration of the building has been altered.	
Major Bibliographic References	Sanborn Insurance Company 1951 Sanborn Fire Insurance Maps of City of Seattle, Washington	on, 1905-Mar. 1951. Sanborn	Insurance Co., New York.	

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View of taken <u>12/15/2004</u>

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Comments:

View of taken <u>12/15/2004</u>

Comments:

View of taken

Photography Neg. No (Roll No./Frame No.):

Comments:

View of taken

Photography Neg. No (Roll No./Frame No.):

Photography Neg. No (Roll No./Frame No.):

### at 500 Terry Ave N. Seattle, WA 98109

LOCATION SECTION

Field Site No. 65

OAHP No.:

**Historic Name:** 

Common Name: Ivar's Commissary

Property Address: 500 Terry Ave N, Seattle, WA 98109

Comments:

County

Township/Range/EW Section 1/4 Sec 1/4 1/4 Sec

Quadrangle **UTM Reference** 

King

SEATTLE SOUTH

Zone: 10 Spatial Type: Point

Sequence:

View of

Comments:

Photography Neg. No (Roll No./Frame No.):

Acquisition Code: TopoZone.com

1 Easting: 549826

Northing: <u>5274677</u>

Tax No./Parcel No.

Plat/Block/Lot

1983200630

Denny's 1st Add, Block 103, Lot 8-10

Supplemental Map(s)

Acreage 0.48

IDENTIFICATION SECTION

Survey Name: South Lake Union Streetcar

Field Recorder: K. Campbell, R. Jackson

**Date Recorded:** 12/15/2004

Owner's Name:

Owner Address:

City/State/Zip:

City Investors XVI LLC 505 5th Ave S Seattle, WA 98104

Classification: Building

**Resource Status** Survey/Inventory

Comments

Within a District? No

Contributing?

**National Register Nomination:** 

Local District:

National Register District/Thematic Nomination Name:

**DESCRIPTION SECTION** 

Historic Use: Industry/Processing/Extraction - Processing Site

Current Use: Commerce/Trade - Warehouse

Plan: Rectangle No. of Stories: 1

Structural System: Concrete - Poured

Changes to plan: Intact

Changes to interior: Unknown

Style

Form/Type

Changes to original cladding:

Intact

Changes to other:

Vernacular

Commercial

Changes to windows: Intact

Other (specify):

Page 1 of 2

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# at 500 Terry Ave N, Seattle, WA 98109

Cladding	Foundation	Roof Material	Roof Type
<u>Concrete</u>	<u>Concrete - Poured</u>	<u>Unknown</u>	Flat with Parapet
NARRATIVE	SECTION	Date Of Construction:	<u>1950</u>
Study Unit	Other	Architect:	
Manufacturing/In	dustry	Builder:	
		Engineer:	
	Property appears to meet criteria for the National Regist	er of Historic Places: No	
	Property is located in a potential historic district (Nation	nal and/or local): <u>No</u>	
	Property potentially contributes to a historic district (Na	tional and/or local):	
Statement of Significance	This building was onginally an egg sorting and shipping facility (Sangorn Insurance Co. 1951). The building goes not exhibit any noteworthy architectural detail, with the exception		
Description of Physical Appearance		in the north elevation are three	rick chimney projects from the roof. Windows are glass block, steel, and aluminum garage bays for truck loading and unloading. The entry on the west elevation has
Major Bibliographic References	Sanborn Insurance Company 1951 Sanborn Fire Insurance Maps of City of Seattle, Washington	on, 1905-Mar. 1951. Sanborn li	nsurance Co., New York.

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View of taken <u>12/15/2004</u>

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Comments:

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Comments:

View of taken

Photography Neg. No (Roll No./Frame No.):

Comments:

View of taken

Photography Neg. No (Roll No./Frame No.):

Rich Lumber

at 410 Terry Ave N. Seattle, WA 98109

LOCATION SECTION

Field Site No. 66

OAHP No.:

Historic Name: Rich Lumber

Common Name:

Property Address: 410 Terry Ave N, Seattle, WA 98109

Comments:

County

Township/Range/EW Section 1/4 Sec 1/4 1/4 Sec Quadrangle **UTM Reference** 

King

T25R04E

SE

SEATTLE SOUTH

Zone: 10 Spatial Type: Point

Acquisition Code: TopoZone.com

Sequence:

1 Easting: 549821

Northing: 5274580

Tax No./Parcel No.

Plat/Block/Lot

Supplemental Map(s)

Acreage 0.95

1983200290

Denny's 1st Add, Block 102, Lot 7-12

IDENTIFICATION SECTION

Survey Name: South Lake Union Streetcar

Field Recorder: K. Campbell, R. Jackson

**Date Recorded:** 12/15/2004

Owner's Name:

Owner Address:

City/State/Zip:

City Investors VIII LLC

505 5th Ave S

Seattle, WA 98104

Classification: Building

**Resource Status** Survey/Inventory

Comments

Within a District? No

Contributing?

**National Register Nomination:** 

Local District:

National Register District/Thematic Nomination Name:

**DESCRIPTION SECTION** 

Historic Use: Commerce/Trade - Warehouse

Current Use: Vacant/Not in Use

Plan: Irregular No. of Stories: 1-2

Structural System: Braced Frame

Changes to plan: Extensive

Changes to interior: Unknown

Style

Comments:

Photography Neg. No (Roll No./Frame No.):

View of

Changes to original cladding: **Extensive** 

Vernacular

Form/Type Commercial

Changes to windows: Moderate

Other (specify):

Changes to other:

Page 1 of 2

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Rich Lumber

at 410 Terry Ave N, Seattle, WA 98109

		5 444		
Cladding	Foundation	Roof Material	Roof Type	
Wood	<u>Concrete - Poured</u>	<u>Unknown</u>	<u>Varied Roof Lines</u>	
Veneer - Vinyl Sig	<u>iing</u>			
NARRATIVE .	SECTION	Date Of Construction:	<u>1929</u>	
		Architect:		
Study Unit	Other	7 <b>1 0 m 1 0 m</b>		
Manufacturing/In	dustry	Builder:		
		Engineer:		
	Property appears to meet criteria for the National Regis	ter of Historic Places: No		
	Property is located in a potential historic district (Nation	nal and/or local): <u>No</u>		
	Property potentially contributes to a historic district (Na	ational and/or local):		
Statement of Significance	This structure housed the Rich Lumber Co. in the 1930s and 1940s (NBBJ 1994, Polk 1930, 1937, 1940, 1943/44). By 1948/49 the building contained the Seattle Hardwood Floor Co (Polk 1948/49) and was a plywood ware house in 1951 (Sanborn Insurance Co. 1951). This building holds an important place in the history of the lumber industry in South Lake Union. However the structure has been greatly modified to the point where it no longer reflects its historic significance. The property does not appear to meet eligibility criteria for inclusion in the National Register of Historic Places.			
Description of Physical Appearance	This structure is a two-story wood frame building constructed in 1929. It has been altered considerably with brick at the entrance and the possible addition of the second floor. The cladding on the south elevation is also new, likely related to the removal of the adjacent structure sometime in the last ten years. It appears the street level on Terry Avenue has been filled since the building was constructed; the original garage door is only partially above street level today.			
Major Bibliographic References	Planning Department and the Committee for Seattle Commons.		or the Seattle Commons/South Lake Union Plan. Prepared for City of Seattle ne Tobin and Hart Crowser.	
	Polk, R. L. 1930 City Directory of Seattle. R. L. Polk & Co., Seattle 1937 City Directory of Seattle. R. L. Polk & Co., Seattle 1940 City Directory of Seattle. R. L. Polk & Co., Seattle 1943/44 City Directory of Seattle. R. L. Polk & Co., Seattle			
	Sanborn Insurance Company 1951 Sanborn Fire Insurance Maps of City of Seattle, Washingt	on, 1905-Mar. 1951. Sanborn Ir	nsurance Co., New York.	

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Comments:

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Comments:

View of

View of taken

Photography Neg. No (Roll No./Frame No.):

Comments:

View of taken

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Comments:

taken

Northern Pacific Freight Depot

at 970 Thomas St. Seattle, WA 98109

LOCATION SECTION

Field Site No. 68

OAHP No.:

Historic Name: Northern Pacific Freight Depot

**Common Name:** 

Property Address: 970 Thomas St, Seattle, WA 98109

Comments:

County

Township/Range/EW Section 1/4 Sec 1/4 1/4 Sec

Quadrangle

**UTM Reference** 

T25R04E King

SE

SEATTLE SOUTH

Zone: 10 Spatial Type: Point

Acquisition Code: TopoZone.com

Sequence:

1 Easting: 549770

Northing: <u>5274448</u>

Tax No./Parcel No.

Plat/Block/Lot

1986200185

Denny's 5th Add, Block 96, Lot 1-6

Acreage

IDENTIFICATION SECTION

Survey Name: South Lake Union Streetcar

Field Recorder: K. Campbell, R. Jackson

**Date Recorded:** 12/15/2004

Owner's Name:

Owner Address:

City/State/Zip:

City Investors V LLC

505 5th Ave S

Seattle, WA 98104

Classification: Building

**Resource Status** Survey/Inventory

Comments

Within a District? No

Contributing?

**National Register Nomination:** 

Local District:

National Register District/Thematic Nomination Name:

**DESCRIPTION SECTION** 

Historic Use: Transportation - Rail-Related

Current Use: Commerce/Trade - Business

Plan: Rectangle No. of Stories: 1

Structural System: Brick

Changes to plan: Intact

Changes to interior: Unknown

Style

Supplemental Map(s)

0.95

View of

taken 12/15/2004

Photography Neg. No (Roll No./Frame No.):

Comments:

Changes to original cladding: Extensive

Changes to other:

Vernacular

Form/Type Commercial

Changes to windows: Extensive

Other (specify):

Page 1 of 2

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## Northern Pacific Freight Depot

Property potentially contributes to a historic district (National and/or local):

at 970 Thomas St, Seattle, WA 98109

Cladding	Foundation	Roof Material	Roof Type	
Brick Concrete	<u>Concrete - Poured</u>	<u>Unknown</u>	<u>Gable</u>	
NARRATIVE SECTION		Date Of Construction: 1914		
Study Unit	Other	Architect:		
Transportation		Builder: Northern Pacific Railroad		
Architecture/Landscape Architecture		Engineer:		
Property appe	ars to meet criteria for the National Re	gister of Historic Places: <u>No</u>		
Property is lo	cated in a notential historic district (Na	tional and/or local): No		

#### Statement of Significance

This simple building was originally constructed as the Northern Pacific freight depot. It continued to serve this function through the at least the 1950s. This building's significance derives from its history rather than its architecture. In November 1909, the City of Seattle granted a franchise to the Northern Pacific Railway for a belt line around Lake Union (NBBJ 1994). At the same time, the railroad planned the construction of a freight station on Terry Avenue between Republican and Thomas Streets. It was complete in 1914 and used by the Northern Pacific Railway as a freight distribution depot that replaced Fremont Station. In the 1930s, it was also used by the Great Northern Railway. It was remodeled in 1973 and opened as the Terry Avenue Freighthouse Restaurant. At that time, three railroad cars were placed alongside the building. Most recently is has been used as a caterer's offices and deli. Current use is unknown.

While this building is significant for its association with early transportation and industry in the South Lake Union area, it has been extensively modified and does not retain historic integrity. The property does not appear to meet eligibility criteria for inclusion in the National Register of Historic Places. However, it may be of interest as a Seattle Landmark.

#### Description of Physical Appearance

This building is a one-story reinforced concrete and brick building constructed in 1914. It has been remodeled several times. Portions of the original brick storage shed are visible on the north and south elevations and on the northernmost and southernmost walls of the east and west elevations. The majority of the east and west elevation is concrete block where the original cargo bays have been filled. Two new entrances have been constructed on Terry Avenue, which feature hipped roof entryways. There is also a new entrance on the west elevation. The canopy on Thomas Street has also been added. The door and gate on Thomas Street are older, possibly original. Old style streetlights and bricks have been placed around the building. The wrought-iron fencing along Terry Avenue has also been added. New windows are found on the south façade and parts of the west façade. Sanborn Insurance maps indicate that the building had wire glass windows and iron shutters in the 1950s, which have since been removed.

#### Major Bibliographic References

**NBBJ** 

1994 Historic and Cultural Resources. Appendix 15 in Draft Environmental Impact Statement for the Seattle Commons/South Lake Union Plan. Prepared for City of Seattle Planning Department and the Committee for Seattle Commons. Prepared by NBBJ with Caroline Tobin and Hart Crowser.

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View of taken <u>12/15/2004</u>

Photography Neg. No (Roll No./Frame No.):

Comments:



View of taken <u>12/15/2004</u>

Photography Neg. No (Roll No./Frame No.):

Comments:



View of taken <u>12/15/2004</u>

Photography Neg. No (Roll No./Frame No.):

Comments:

View of taken

Photography Neg. No (Roll No./Frame No.):

## Kelly Goodwin Hardwood

at 310 Terry Ave N. Seattle, WA 98109

LOCATION SECTION

Field Site No. 70

OAHP No.:

Historic Name: Kelly Goodwin Hardwood

**Common Name:** 

Property Address: 310 Terry Ave N, Seattle, WA 98109

Comments:

County King

Township/Range/EW Section 1/4 Sec 1/4 1/4 Sec T25R04E

SE

Quadrangle SEATTLE SOUTH **UTM Reference** 

Zone: 10 Spatial Type: Point Sequence: 1 Easting: 549831 Acquisition Code: TopoZone.com

Northing: <u>5274448</u>

Tax No./Parcel No.

Plat/Block/Lot

Acreage

1986200450

Denny's 5th Add, Block 101, Lot 9-10

IDENTIFICATION SECTION

Survey Name: South Lake Union Streetcar

Field Recorder: K. Campbell, R. Jackson

**Date Recorded:** 12/15/2004

Owner's Name:

Owner Address:

City/State/Zip:

Seattle Times

1120 John St

Seattle, WA 98109

Classification: Building

**Resource Status** Survey/Inventory

Comments

Within a District? No

Contributing?

**National Register Nomination:** 

Local District:

National Register District/Thematic Nomination Name:

**DESCRIPTION SECTION** 

Historic Use: Industry/Processing/Extraction - Manufacturing Facility

Current Use: Commerce/Trade - Business

Plan: Rectangle No. of Stories: 2

Structural System: Brick

Changes to plan: Intact

Changes to interior: Unknown

Style

Vernacular

Form/Type Commercial

Changes to original cladding: Changes to windows: Moderate

Intact

Other (specify):

Changes to other:

Supplemental Map(s)

View of

taken 12/15/2004

Photography Neg. No (Roll No./Frame No.):

### Kelly Goodwin Hardwood

Property potentially contributes to a historic district (National and/or local):

### at 310 Terry Ave N, Seattle, WA 98109

Cladding Brick	Foundation <u>Concrete - Poured</u>	Roof Material <u>Unknown</u>	Roof Type Flat with Parapet	
NARRATIVE SECTION		Date Of Construction: 1915		
Study Unit	Other	Architect: James H. Schack		
Manufacturing/Industry		Builder: Washington Construction Co	<u>o.</u>	
Engineer:				
Property appears to meet criteria for the National Register of Historic Places: Yes				
Property is located in a potential historic district (National and/or local):				

#### Statement of Significance

The Kelly Goodwin Hardwood building is one of the older more intact warehouse buildings in the Terry/Westlake area. It has distinctive windows and roofline. It relates to the nearby Farwest Printing building, the Larned Apartments, and other brick warehouse buildings in the area. It was built for C. A. Philbrick by the Washington Construction Co. It housed the Kelly Goodwin Hardwood company for many years. Dexter Cabinet Works was also located here in the 1930s (NBBJ 1994). It was remodeled in 1974-76 to an office/home furnishing center by architect Evvian Willis.

The building is a well preserved example of a brick warehouse from the early years of the 20th century. The property appears to meet eligibility criteria for inclusion in the National Register of Historic Places (local significance).

### Description of Physical Appearance

The Kelly Goodwin Hardwood building is a two-story brick building constructed in 1914. The building's pattern of piers and industrial multi-paned wood windows is noteworthy. These windows are on the second floor of the front (west) elevation. The first floor entrances have been altered on the west elevation; three out of four are covered with vertical board and two have small wood doors. The building has simple ornament above the windows and a contrasting brick pattern between the first and second floors. It has also been braced for seismic resistance. The ornamental parapet contributes to the building's character, and reflects buildings 46 and 20.

#### Major Bibliographic References

#### **NBBJ**

1994 Historic and Cultural Resources. Appendix 15 in Draft Environmental Impact Statement for the Seattle Commons/South Lake Union Plan. Prepared for City of Seattle Planning Department and the Committee for Seattle Commons. Prepared by NBBJ with Caroline Tobin and Hart Crowser.

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### at 1000 Thomas St. Seattle, WA 98109

LOCATION SECTION

Field Site No. 71

OAHP No.:

**Historic Name:** 

Common Name: Bio Rad Laboratories

Property Address: 1000 Thomas St, Seattle, WA 98109

Comments:

County

Township/Range/EW Section 1/4 Sec 1/4 1/4 Sec 30

Quadrangle

**UTM Reference** 

T25R04E King

SE

SEATTLE SOUTH

Zone: 10 Spatial Type: Point Sequence:

Acquisition Code: TopoZone.com

1 Easting: 549826

Supplemental Map(s)

Tax No./Parcel No.

Plat/Block/Lot

Northing: <u>5274402</u>

1986200440

Denny's 5th Add, Block 101, Lot 7-8

Acreage 0.32

IDENTIFICATION SECTION

Survey Name: South Lake Union Streetcar

Field Recorder: K. Campbell, R. Jackson

**Date Recorded:** 12/15/2004

Owner's Name: Genetic Systems Corp Owner Address:

City/State/Zip:

1000 Thomas St

Seattle, WA 98109

Classification: Building

**Resource Status** Survey/Inventory

Comments

Within a District? No

Contributing?

**National Register Nomination:** 

Local District:

Plan: Square

National Register District/Thematic Nomination Name:

**DESCRIPTION SECTION** 

Historic Use: Unknown

Current Use: Education - Research Facility

Structural System: Concrete - Block

Changes to plan: Intact

Changes to interior: Unknown

Style

View of

taken 12/15/2004

Photography Neg. No (Roll No./Frame No.):

Comments:

Changes to original cladding: Unknown

No. of Stories: 3

Changes to other:

Vernacular

Form/Type Commercial

Changes to windows: Extensive

Other (specify):

Page 1 of 2

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# at 1000 Thomas St, Seattle, WA 98109

Cladding		Foundation	Roof Material	Roof Type
<u>Concrete</u>		Concrete - Poured	<u>Unknown</u>	Flat with Parapet
NARRATIVE S	SECTION		Date Of Construction: 1954	
Study Unit		Other	Architect:	
Commerce			Builder:	
			Engineer:	
Property appears to meet criteria for the National Register of Historic Places: No				
Property is located in a potential historic district (National and/or local): No				
Property potentially contributes to a historic district (National and/or local):				
Statement of Significance	The original use of this building is unknown. The building does not exhibit any noteworthy architectural detail, nor is it significant for any historic associations. The property does not appear to meet eligibility criteria for inclusion in the National Register of Historic Places.			
Description of Physical Appearance	The Bio Rad Laboratories is a three-story concrete building constructed in 1954. The building has concrete cladding and aluminum and vinyl windows (the latter on the upper floor, likely replaced). There are two garage bays on the Terry Street (west) side. The entrance on Thomas Street is on the second floor due to the slope of the street, (rises to the east). Parking is on the roof and is accessed by a ramp off Thomas Street.			
Major Bibliographic References				

Page 2 of 2 Printed on 2/3/2005 3:04:40 PM



Photography Neg. No (Roll No./Frame No.):

Comments:



View of taken <u>12/15/2004</u>

Photography Neg. No (Roll No./Frame No.):

Comments:

View of taken

Photography Neg. No (Roll No./Frame No.):

Comments:

View of taken

Photography Neg. No (Roll No./Frame No.):

#### at 200 Terry Ave N. Seattle, WA 98109

LOCATION SECTION

Field Site No. 72

OAHP No.:

**Historic Name:** 

Common Name: Fred Rogers Building

Property Address: 200 Terry Ave N, Seattle, WA 98109

Comments:

County

Township/Range/EW Section 1/4 Sec 1/4 1/4 Sec 30

Quadrangle **UTM Reference** 

King

T25R04E

SE

SEATTLE SOUTH

Zone: 10 Spatial Type: Point

Sequence:

Acquisition Code: TopoZone.com

View of

Comments:

Photography Neg. No (Roll No./Frame No.):

1 Easting: 549826

Northing: <u>5274316</u>

Tax No./Parcel No.

Plat/Block/Lot

1986200380

Denny's 5th Add, Block 100, Lot 7-12

Supplemental Map(s)

Acreage 1.07

IDENTIFICATION SECTION

Survey Name: South Lake Union Streetcar

Field Recorder: K. Campbell, R. Jackson

**Date Recorded:** 12/15/2004

Owner's Name:

Owner Address:

City/State/Zip:

Seatle Opera

1020 John St.

Seattle, WA 98109

Classification: Building

**Resource Status** Survey/Inventory

Comments

Within a District? No

Contributing?

**National Register Nomination:** 

Local District:

National Register District/Thematic Nomination Name:

**DESCRIPTION SECTION** 

Historic Use: Unknown

Current Use: Recreation and Culture - Music Facility

Plan: Rectangle

No. of Stories: 3

Structural System: Concrete - Poured

Changes to plan: Intact

Changes to other:

Style

Form/Type

Changes to original cladding:

Changes to windows: Intact

Intact

Other (specify):

Changes to interior: Unknown

Vernacular

Industrial

Page 1 of 2

Printed on 2/3/2005 3:06:26 PM

## at 200 Terry Ave N, Seattle, WA 98109

Cladding	Foundation	Roof Material	Roof Type
<u>Concrete</u>	Concrete - Poured	<u>Unknown</u>	Flat with Parapet
NARRATIVE :	SECTION	Date Of Construction	<u>1954</u>
Study Unit	Other	Architect:	
Manufacturing/In	dustry	Builder:	
		Engineer:	
	Property appears to meet criteria for the National Register	of Historic Places: Yes	
	Property is located in a potential historic district (National	and/or local): No	
	Property potentially contributes to a historic district (Natio	nal and/or local):	
Statement of Significance	The original use of this building is unknown. It currently houses storage and practice space for the Seattle Opera. It is a relatively intact example of a concrete warehouse from this era, constructed with tilt-wall construction methods. The property appears to meet eligibility criteria for inclusion in the National Register of Historic Places.		
Description of Physical Appearance		est) elevation. There are er	s on the north, south, and west elevations are multi-paned steel frames and are trances on the Terry and Boren Avenue sides. The building is only two stories on
Major Bibliographic References			

Page 2 of 2 Printed on 2/3/2005 3:06:28 PM



Photography Neg. No (Roll No./Frame No.):

Comments:

View of taken <u>12/15/2004</u>

Photography Neg. No (Roll No./Frame No.):

Comments:

View of taken

Photography Neg. No (Roll No./Frame No.):

Comments:

View of taken

Photography Neg. No (Roll No./Frame No.):

LOCATION SECTION

Field Site No. 73

OAHP No.:

**Historic Name:** 

Common Name: Seattle Commercial Sign

Property Address: 971 Thomas St, Seattle, WA 98109

Comments:

County

Township/Range/EW Section 1/4 Sec 1/4 1/4 Sec Quadrangle **UTM Reference** 

T25R04E King

30 SE SEATTLE SOUTH

Zone: 10 Spatial Type: Point

Acquisition Code: TopoZone.com

Sequence:

1 Easting: 549775

Northing: <u>5274362</u>

Tax No./Parcel No.

Plat/Block/Lot

1986200245

Supplemental Map(s)

Denny's 5th Add, Block 97 Lot 1-2

Acreage 0.32

IDENTIFICATION SECTION

Survey Name: South Lake Union Streetcar

Field Recorder: K. Campbell, R. Jackson

**Date Recorded:** 12/15/2004

Owner's Name:

Owner Address:

City/State/Zip:

Richard Greiling

971 Thomas St

Seattle, WA 98109

Classification: Building

**Resource Status** Survey/Inventory

Comments

Within a District? No

Contributing?

**National Register Nomination:** 

Local District:

National Register District/Thematic Nomination Name:

**DESCRIPTION SECTION** 

Historic Use: Commerce/Trade - Business

Current Use: Industry/Processing/Extraction - Processing Site

No. of Stories: 2Plan: Square

Structural System: Brick

Changes to interior: Unknown

Style

Changes to plan: Intact

Changes to original cladding:

Intact

Changes to other:

Vernacular

Form/Type Commercial

Changes to windows: Slight

Other (specify):

View of

taken 12/15/2004

Photography Neg. No (Roll No./Frame No.):

## at 971 Thomas St, Seattle, WA 98109

Cladding		Foundation	Roof Material	Roof Type
<u>Brick</u>		<u>Concrete - Poured</u>	<u>Unknown</u>	<u>Flat with Parapet</u>
NARRATIVE	SECTION		Date Of Construction: 1926	
Study Unit		Other	Architect:	
Commerce			Builder:	
Transportation			Engineer:	
	Property	appears to meet criteria for the National Re	gister of Historic Places: No	
	Property	is located in a potential historic district (Nat	tional and/or local): <u>No</u>	
	Property	potentially contributes to a historic district	(National and/or local):	
Statement of Significance	During the 1920s and 1930s, the South Lake Union area in general and Westlake Avenue in particular developed as an automobile-oriented area, with new and used car dealerships, repair shops, tire shops, service stations, and an automobile assembly plant. Practically every store along the corridor housed an auto-oriented business at some time, anchored by the Ford Assembly Plant at Valley and Fairview, and the William O. McKay Ford Dealership at Valley and Westlake.			
	1930). The As The building d	shwell Twist Company was joined by Abbott La	boratories wholesale drugs by 1940 (Polk 19	Company as well as the Ashwell-Twist Co., heating contractors (Polk 940). Sanborn maps from 1951 show these two companies still present. ice. The property does not appear to meet eligibility criteria for inclusion
Description of Physical Appearance	which are mos			entation and no cornice. It features steel framed, multi-paned windows, num door at the entrance on Thomas Street. The south Terry Avenue
Major Bibliographic References		ctory of Seattle. R. L. Polk & Co., Seattle ctory of Seattle. R. L. Polk & Co., Seattle		

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Sanborn Insurance Company 1951 Sanborn Fire Insurance Maps of City of Seattle, Washington, 1905-Mar. 1951. Sanborn Insurance Co., New York.



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View of

View of taken

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Comments:

View of taken

Photography Neg. No (Roll No./Frame No.):

Comments:

taken

City Transfer

at 219 Terry Ave N. Seattle, WA 98109

LOCATION SECTION

Field Site No. 74

OAHP No.:

Historic Name: City Transfer

**Common Name:** 

Property Address: 219 Terry Ave N, Seattle, WA 98109

Comments:

County

Township/Range/EW Section 1/4 Sec 1/4 1/4 Sec

Quadrangle

**UTM Reference** 

T25R04E King

SE

SEATTLE SOUTH

Zone: 10 Spatial Type: Point Sequence:

Acquisition Code: TopoZone.com

Northing: 5274321

Tax No./Parcel No.

Plat/Block/Lot

1 Easting: 549770

1986200255

Denny's 5th Add, Block 97 Lot 3-4

Supplemental Map(s)

Acreage 0.32

IDENTIFICATION SECTION

Survey Name: South Lake Union Streetcar

Field Recorder: K. Campbell, R. Jackson

**Date Recorded:** 12/15/2004

Owner's Name:

Owner Address:

City/State/Zip:

McDonald & McDonald

219 Terry Ave N

Seattle, WA 98109

Classification: Building

**Resource Status** Survey/Inventory

Comments

Within a District? No

Contributing?

**National Register Nomination:** 

Local District:

National Register District/Thematic Nomination Name:

**DESCRIPTION SECTION** 

Historic Use: Commerce/Trade - Warehouse

Current Use: Unknown

Plan: Rectangle No. of Stories: 3

Structural System: Concrete - Poured

Changes to plan: Intact

Changes to interior: Unknown

Style Vernacular

Comments:

Photography Neg. No (Roll No./Frame No.):

View of

Form/Type Commercial

Changes to original cladding: Extensive

Changes to windows: Extensive

Other (specify):

Changes to other:

Page 1 of 2

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City Transfer

at 219 Terry Ave N, Seattle, WA 98109

Cladding	Foundation	Roof Material	Roof Type
<u>Wood</u>	Concrete - Poured	<u>Unknown</u>	<u>Flat with Parapet</u>
<u>Concrete</u>			
NARRATIVE	SECTION	Date Of Construction: 19	<u>928</u>
Study Unit	Other	Architect:	
Commerce	Other	Builder:	
		bulluer.	
		Engineer:	
	Property appears to meet criteria for the National Regist	ter of Historic Places: <u>No</u>	
	Property is located in a potential historic district (Nation	nal and/or local): <u>No</u>	
	Property potentially contributes to a historic district (Na	ntional and/or local):	
Statement of Significance	This building housed the City Transfer & Storage Co. from 1930 into the 1950s (Polk 1930, Polk 1937, Polk 1938, Polk 1943/44, Sanborn Insurance Co. 1951). It also housed the Armstrong Engineering Corp. (Polk 1940), Service Station Equipment (Polk 1940), and Kelite Products (Polk 1943/44, 1948/49) over the years. The building does not exhibit any noteworthy architectural details and has been greatly modified. The property does not appear to meet eligibility criteria for inclusion in the National Register of Historic Places.		
Description of Physical Appearance			g on the front (east) elevation has been altered; changed to diagonal wood plank been altered. Upper story windows have been covered by the wood cladding.
Major Bibliographic References	Polk, R. L. 1930 City Directory of Seattle. R. L. Polk & Co., Seattle 1937 City Directory of Seattle. R. L. Polk & Co., Seattle 1938 City Directory of Seattle. R. L. Polk & Co., Seattle 1940 City Directory of Seattle. R. L. Polk & Co., Seattle 1943/44 City Directory of Seattle. R. L. Polk & Co., Seattle 1948/49 City Directory of Seattle. R. L. Polk & Co., Seattle		
	Sanborn Insurance Company 1951 Sanborn Fire Insurance Maps of City of Seattle, Washington	on, 1905-Mar. 1951. Sanborn Insu	rance Co., New York.

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Photography Neg. No (Roll No./Frame No.):

Comments:

View of taken

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Comments:

View of taken

Photography Neg. No (Roll No./Frame No.):

Comments:

View of taken

Photography Neg. No (Roll No./Frame No.):

#### at 201 Terry Ave N. Seattle, WA 98109

LOCATION SECTION

Field Site No. 75

OAHP No.:

**Historic Name:** 

Common Name: 47 Productions

Property Address: 201 Terry Ave N, Seattle, WA 98109

30

Comments:

County

Township/Range/EW Section 1/4 Sec 1/4 1/4 Sec

Quadrangle **UTM Reference** 

King

T25R04E

SE

SEATTLE SOUTH

Zone: 10 Spatial Type: Point

Sequence:

View of

Comments:

Acquisition Code: TopoZone.com

1 Easting: 549770

Northing: 5274280

Tax No./Parcel No.

Plat/Block/Lot

Supplemental Map(s)

Acreage 0.32

1986200265

Denny's 5th Add, Block 97 Lot 5-6

IDENTIFICATION SECTION

Survey Name: South Lake Union Streetcar

Field Recorder: K. Campbell, R. Jackson

**Date Recorded:** 12/15/2004

Owner's Name:

Owner Address:

City/State/Zip:

KWP Inc

201 Terry Ave N

Seattle, WA 98109

Classification: Building

**Resource Status** Survey/Inventory

Comments

Within a District? No

Contributing?

**National Register Nomination:** 

Local District:

National Register District/Thematic Nomination Name:

**DESCRIPTION SECTION** 

Historic Use: Unknown

Current Use: Commerce/Trade - Warehouse

Plan: Rectangle No. of Stories: 1

Structural System: Concrete - Block

Changes to plan: Intact

Changes to interior: Unknown

Style

Form/Type

Photography Neg. No (Roll No./Frame No.):

Changes to original cladding: Intact

Changes to other:

Vernacular

Industrial

Changes to windows: Extensive

Other (specify):

Page 1 of 2

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## at 201 Terry Ave N, Seattle, WA 98109

Cladding	Foundation	Roof Material	Roof Type
Concrete - Block	<u>Concrete - Poured</u>	<u>Unknown</u>	Flat with Parapet
NARRATIVE	SECTION	Date Of Construction	: <u>1951</u>
Study Unit	Other	Architect:	
Manufacturing/In	dustry	Builder:	
		Engineer:	
	Property appears to meet criteria for the National Register	of Historic Places: No	
	Property is located in a potential historic district (National	and/or local): No	
	Property potentially contributes to a historic district (Natio	onal and/or local):	
Statement of Significance	The original use of this building is unknown. The building lacks any architectural or historic significance. It currently serves as warehouse space. Modifications to windows and doors detract from the building's integrity. The property does not appear to meet eligibility criteria for inclusion in the National Register of Historic Places.		
Description of Physical Appearance	to slope. There are some original steel framed multi-paned window	ws on the south and west e	be building is one story on Terry Avenue N. and 2 stories in the alley to the west, due levations, the rest of the windows and door have been replaced with aluminum. oading dock. The entrance on the south elevation is probably original.
Major Bibliographic References			

Page 2 of 2 Printed on 2/3/2005 3:09:15 PM



Photography Neg. No (Roll No./Frame No.):

Comments:

View of rear taken 12/15/2004
Photography Neg. No (Roll No./Frame No.):

View of taken

Photography Neg. No (Roll No./Frame No.):

Comments:

View of taken

Photography Neg. No (Roll No./Frame No.):

Comments:

#### Martin Perry Building

at 975 John St. Seattle, WA 98109

LOCATION SECTION

Field Site No. 76

OAHP No.:

Historic Name: Martin Perry Building

**Common Name:** 

View of

Comments:

Photography Neg. No (Roll No./Frame No.):

Property Address: 975 John St, Seattle, WA 98109

Comments:

County

Township/Range/EW Section 1/4 Sec 1/4 1/4 Sec

Quadrangle

**UTM Reference** 

King

T25R04E

30 SE

SEATTLE SOUTH

Zone: 10 Spatial Type: Point Sequence:

Acquisition Code: TopoZone.com

Plat/Block/Lot

1 Easting: 549765

Northing: 5274234

Tax No./Parcel No.

Supplemental Map(s)

Acreage 0.32

1986200305

Denny's 5th Add, Block 98, Lot 1-2

IDENTIFICATION SECTION

Survey Name: South Lake Union Streetcar

Field Recorder: K. Campbell, R. Jackson

**Date Recorded:** 12/15/2004

Owner's Name:

Owner Address:

City/State/Zip:

Youthcare

2500 NE 54th St

Seattle, WA 98105

Classification: Building

**Resource Status** 

Survey/Inventory

Comments

Within a District? No

Contributing?

**National Register Nomination:** 

Local District:

National Register District/Thematic Nomination Name:

**DESCRIPTION SECTION** 

Historic Use: Commerce/Trade - Business

Current Use: Vacant/Not in Use

Plan: Rectangle No. of Stories: 2

Structural System: Mixed

Changes to plan: Moderate

Changes to interior: Unknown

Style

Form/Type

Changes to original cladding:

Extensive

Changes to other:

Vernacular

Industrial

Changes to windows: Extensive

Other (specify):

Page 1 of 2

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### Martin Perry Building

at 975 John St, Seattle, WA 98109

Cladding	Foundation	Roof Material	Roof Type
Wood	<u>Concrete - Poured</u>	<u>Unknown</u>	Flat with Parapet
NARRATIVE SE	CTION	Date Of Construction: 1923	
Study Unit	Other	Architect:	
Commerce		Builder:	
Transportation		Engineer:	
	Property appears to meet criteria for the National Regis	ter of Historic Places: <u>No</u>	
Property is located in a potential historic district (National and/or local): No			
	Property potentially contributes to a historic district (Na	ational and/or local):	

#### Statement of Significance

During the 1920s and 1930s, the South Lake Union area in general and Westlake Avenue in particular developed as an automobile-oriented area, with new and used car dealerships, repair shops, tire shops, service stations, and an automobile assembly plant. Practically every store along the corridor housed an auto-oriented business at some time, anchored by the Ford Assembly Plant at Valley and Fairview, and the William O. McKay Ford Dealership at Valley and Westlake.

This building originally housed the Martin-Perry Corp. (auto bodies) (Polk 1925). By 1937, the building contained the National Lead Co. paint manufacturers, who remained in the building through the mid 1940s (Polk 1937, 1940, 1943/44). By 1948/49, the building housed the Colotyle Corp. (building materials) and the Tyle-Bord Co. (also building materials) (Polk 1948/49). Sanborn maps indicate the building was a plastic wall board warehouse in 1951 (Sanborn Insurance Co. 1951). The building has been extensively modified with new cladding, windows, and entries, and does not exhibit any noteworthy architectural detail. The property does not appear to meet eligibility criteria for inclusion in the National Register of Historic Places.

#### Description of Physical Appearance

This office building is a two-story masonry building constructed in 1923. It has been extensively altered, with the addition of pressed wood paneling, new windows, and new entries. A brick chimney projects from the roof. The main entrance on John Street is surrounded by stone veneer.

#### Major Bibliographic References

Polk, R. L.

1925 City Directory of Seattle. R. L. Polk & Co., Seattle

1937 City Directory of Seattle. R. L. Polk & Co., Seattle

1940 City Directory of Seattle. R. L. Polk & Co., Seattle

1943/44 City Directory of Seattle. R. L. Polk & Co., Seattle

1948/49 City Directory of Seattle. R. L. Polk & Co., Seattle

Sanborn Insurance Company

1951 Sanborn Fire Insurance Maps of City of Seattle, Washington, 1905-Mar. 1951. Sanborn Insurance Co., New York.

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Photography Neg. No (Roll No./Frame No.):

Comments:

View of taken

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Comments:

View of taken

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Comments:

View of taken

Photography Neg. No (Roll No./Frame No.):

Brunswick Building

at 124 Terry Ave N. Seattle, WA 98109

LOCATION SECTION

Field Site No. 77

OAHP No.:

Historic Name: Brunswick Building

**Common Name:** 

Sequence:

Property Address: 124 Terry Ave N, Seattle, WA 98109

Comments:

County

Township/Range/EW Section 1/4 Sec 1/4 1/4 Sec

Quadrangle **UTM Reference** 

King

T25R04E

SE SEATTLE SOUTH

Zone: 10 Spatial Type: Point

Acquisition Code: TopoZone.com

1 Easting: 549836

Northing: 5274239

Tax No./Parcel No.

Plat/Block/Lot

Supplemental Map(s) Acreage

2693100055

Gangloff's Add, Block 99, Lot 11-12

0.42

IDENTIFICATION SECTION

Survey Name: South Lake Union Streetcar

Field Recorder: K. Campbell, R. Jackson

**Date Recorded:** 12/15/2004

Owner's Name:

Owner Address:

City/State/Zip:

**Dawn Food Products Inc** 

1001 John St

Seattle, WA 98109

Classification: Building

**Resource Status** Survey/Inventory

Comments

Within a District? No

Contributing?

**National Register Nomination:** 

Local District:

National Register District/Thematic Nomination Name:

**DESCRIPTION SECTION** 

Historic Use: Commerce/Trade - Warehouse

Current Use: Commerce/Trade - Warehouse

Plan: Square No. of Stories: 5

Structural System: Concrete - Poured

Changes to plan: Intact

Changes to interior: Unknown

Style

Comments:

Changes to original cladding: Intact

Changes to other:

Vernacular

Form/Type Commercial

Changes to windows: Moderate

Other (specify):

View of

taken 12/15/2004

Photography Neg. No (Roll No./Frame No.):

## Brunswick Building

### at 124 Terry Ave N, Seattle, WA 98109

Inventory Re	eport for				
Cladding	Foundation	Roof Material	Roof Type		
Concrete	<u>Concrete - Poured</u>	<u>Unknown</u>	<u>Flat with Parapet</u>		
NARRATIVE	SECTION	Date Of Construction: 1925			
Study Unit	Other	Architect:			
Commerce		Builder:			
		Engineer:			
	Property appears to meet criteria for the National F	Register of Historic Places: No			
	Property is located in a potential historic district (N	lational and/or local): <u>No</u>			
	Property potentially contributes to a historic district	ct (National and/or local):			
Statement of Significance	This building originally housed the Brunswick-Balke-Callendar Company, billiard table and bowling alley supplies (Polk 1925). By 1937, the building housed the Acme Press of Seattle and the Dogwood Press, printers and publishers (Polk 1937, 1938, 1940). In 1943/44 the building contained Richardson & Holland Inc. bakers and soda fountain supplies (Polk 1943/44, 1948/49). By 1951 the building was the Bon Marche Department Store. The building currently houses Dawn Foods. The building is a somewhat rare example of a large concrete and steel warehouse building from the 1920s. However, the many of the windows have been replaced and the roof and entries have been altered with the addition of the fifth story. This detracts from the building's integrity. The property does not appear to meet eligibility criteria for inclusion in the National Register of Historic Places.				
Description of Physical Appearance	The Brunswick building is a five-story concrete building constructed in 1925. It retains many of the original steel frame multi-pane windows, although some have been replaced. There has been an addition to the roof to accommodate more office space (fifth story). This addition is vinyl sided with metal windows and doors and accommodates parking (accessed from Boren Avenue). There are several loading docks on the Terry Avenue side.				
Maior	Polk, R. L.  1925 City Directory of Seattle, R. I. Polk & Co. Seattle				

#### Major Bibliographic References

1925 City Directory of Seattle. R. L. Polk & Co., Seattle
1937 City Directory of Seattle. R. L. Polk & Co., Seattle
1938 City Directory of Seattle. R. L. Polk & Co., Seattle
1940 City Directory of Seattle. R. L. Polk & Co., Seattle
1943/44 City Directory of Seattle. R. L. Polk & Co., Seattle
1948/49 City Directory of Seattle. R. L. Polk & Co., Seattle

Sanborn Insurance Company

1951 Sanborn Fire Insurance Maps of City of Seattle, Washington, 1905-Mar. 1951. Sanborn Insurance Co., New York.

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Photography Neg. No (Roll No./Frame No.):

Comments:



View of Boren Ave side

taken 12/15/2004

Photography Neg. No (Roll No./Frame No.):

Comments:

View of taken

Photography Neg. No (Roll No./Frame No.):

Comments:

View of taken

Photography Neg. No (Roll No./Frame No.):

#### at 630 Boren Ave N. Seattle, WA 98109

LOCATION SECTION

Field Site No. 79

30

OAHP No.:

**Historic Name:** 

Common Name: Close Enough Engineering

Property Address: 630 Boren Ave N, Seattle, WA 98109

Comments:

County

Township/Range/EW Section 1/4 Sec 1/4 1/4 Sec

**UTM Reference** 

View of

Comments:

King

T25R04E

ΝE

SEATTLE NORTH

Zone: 10 Spatial Type: Point Sequence:

Acquisition Code: TopoZone.com

Plat/Block/Lot

1 Easting: 549922

Northing: 5274910

Tax No./Parcel No.

Quadrangle

Supplemental Map(s)

Photography Neg. No (Roll No./Frame No.):

Acreage 0.28

Denny's 1st Add, Block 106 Lot 11-12

IDENTIFICATION SECTION

Survey Name: South Lake Union Streetcar

Field Recorder: K. Campbell, R. Jackson

**Date Recorded:** 12/15/2004

Owner's Name:

Owner Address:

City/State/Zip:

City Investors XI LLC

505 5th Ave S

Seattle, WA 98104

Classification: Building

**Resource Status** Survey/Inventory

Comments

Within a District? No

Contributing?

**National Register Nomination:** 

Local District:

National Register District/Thematic Nomination Name:

**DESCRIPTION SECTION** 

Historic Use: Unknown

Current Use: Commerce/Trade - Warehouse

Plan: Rectangle No. of Stories: 1

Structural System: Steel

Changes to plan: Intact

Changes to interior: Unknown

Style

Form/Type

Changes to original cladding: Unknown

Changes to other:

Vernacular

Commercial

Changes to windows: Unknown

Other (specify):

Page 1 of 2

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# at 630 Boren Ave N, Seattle, WA 98109

Cladding	Foundation	Roof Material	Roof Type
Wood - Clapboard	<u>Concrete - Block</u>	Metal - Standing Seam	<u>Shed</u>
NARRATIVE S	SECTION	Date Of Construction: 1951	
Study Unit	Other	Architect:	
Manufacturing/Ind	<u>lustry</u>	Builder:	
		Engineer:	
	Property appears to meet criteria for the National Re	gister of Historic Places: No	
	Property is located in a potential historic district (Na	tional and/or local): <u>No</u>	
	Property potentially contributes to a historic district	(National and/or local):	
Statement of Significance	The original use of this structure is unknown. It is currently used for storage for Close Enough Engineering. The building has no architectural or historic significance. The property does not appear to meet eligibility criteria for inclusion in the National Register of Historic Places.		
Description of Physical Appearance	This building is a one-story pre-fabricated steel building cons a shed addition. All windows and doors except those in the		ical board. There is a garage door on the south elevation as well as ne roof line is irregular, partially flat and partially pitched.
Major Bibliographic References			

Page 2 of 2 Printed on 2/3/2005 3:11:54 PM



Photography Neg. No (Roll No./Frame No.):

Comments:

View of taken <u>12/15/2004</u>

Photography Neg. No (Roll No./Frame No.):

Comments:

View of taken

Photography Neg. No (Roll No./Frame No.):

Comments:

View of taken

Photography Neg. No (Roll No./Frame No.):

### Ford Assembly Plant

at 700 Fairview Ave N. Seattle, WA 98109

LOCATION SECTION

Field Site No. 81

OAHP No.:

Historic Name: Ford Assembly Plant

Common Name: Shurgard Storage

Property Address: 700 Fairview Ave N, Seattle, WA 98109

Comments:

County

Township/Range/EW Section 1/4 Sec 1/4 1/4 Sec

Quadrangle

**UTM Reference** 

T25R04E King

NW

SEATTLE NORTH

Zone: 10 Spatial Type: Point

Acquisition Code: TopoZone.com

Sequence:

1 Easting: 550034

Northing: 5274920

Tax No./Parcel No.

Plat/Block/Lot

Supplemental Map(s)

Acreage 2.12

1984200035

Denny's 2nd Add (supp. plat), Block 1, Lot 1-12

IDENTIFICATION SECTION

Survey Name: South Lake Union Streetcar

Field Recorder: K. Campbell, R. Jackson

**Date Recorded:** 12/15/2004

Owner's Name:

Owner Address:

City/State/Zip:

**Shurgard Storage Centers** 

700 Fairview Ave N

Seattle, WA 98109

Classification: Building

**Resource Status** Local Register

Comments Seattle Landmark

Within a District? No

Contributing?

**National Register Nomination:** 

Local District:

National Register District/Thematic Nomination Name:

**DESCRIPTION SECTION** 

Historic Use: Industry/Processing/Extraction - Manufacturing Facility

Current Use: Commerce/Trade - Business

Plan: Rectangle No. of Stories: 5

Structural System: Concrete - Poured

Changes to plan: Intact

Changes to interior: Unknown

Style

Form/Type

Changes to original cladding:

Slight

Changes to other:

Commercial - Chicago School

View of

Comments:

Photography Neg. No (Roll No./Frame No.):

Commercial

Changes to windows: Slight

Other (specify):

Page 1 of 3

Printed on 2/3/2005 3:12:53 PM

### Ford Assembly Plant

Property potentially contributes to a historic district (National and/or local):

at 700 Fairview Ave N, Seattle, WA 98109

Cladding	Foundation	Roof Material	Roof Type		
<u>Brick</u>	Concrete - Poured	<u>Unknown</u>	Flat with Parapet		
Terra Cotta					
NARRATIVE SECTION		Date Of Construction: 1913			
Study Unit	Other	Architect: John Graham Sr.			
Manufacturing/Industry		Builder: Ford Motor Co.			
Transportation		Engineer:			
Property appears to meet criteria for the National Register of Historic Places: Yes					
Property is located in a potential historic district (National and/or local): No					

#### Statement of Significance

This building was the first of the Ford Motor Company's regional assembly plants. It was designed by the prominent Seattle architect John Graham Sr. John Graham St. was a well-known Seattle architect who also designed the Exchange Building, the Bon Marche, the Dexter Horton Building, Providence Hospital, the Roosevelt Hotel, Frederick & Nelson, and many others. He designed more than 30 assembly plants for Ford.

The plant is one of the earliest reinforced concrete structures in Seattle. This is also the earliest of a group of regional assembly plans built by the Ford Motor Company located at strategic trade centers throughout the U.S. Ford's basic approach was to manufacture near the sources of supply and to assemble near the point of distribution. Seattle's plant was the prototype. The building was designed so that the assembly line started at the top of the building and worked its way down. The plant had a capacity of 125 cars daily (NBBJ 1994).

In 1932 the Ford Motor Company moved to a new facility on Marginal Way. In 1935, the W. P. Fuller Co., manufacturer and distributor of paints, varnishes, oil and glass, purchased the building. The Fuller Company changed the loading and storage facilities of the building's exterior. John Graham Sr. also supervised the 1935 remodel. Craftsman Press occupied the building from the 1960s to the 1990s. It has since been occupied by Shurgard Storage.

The building has architectural and historic significance and is eligible for inclusion in the National Register of Historic Places.

#### Description of Physical Appearance

The Ford Assembly Plant is a five-story concrete building constructed in 1914. Exterior walls are 6-inch concrete with brick cladding on the north and west elevations. The large steel sash windows were used to maximize the amount of light coming into the building. Operating windows are a combination of pivoting and double-hung. Each large window has four vents on the upper and lower sash.

The treatment of the exterior reflects two different functions: the showroom side (north and west elevations) and the service side (south and east elevations). There is no decoration on the service side, and the concrete is painted. The 1934 photograph shows the extensive venting system on the south elevation. On the street and showroom side, the concrete is clad with decorative brick and tile work. Brick piers emphasize the building's verticality and the terra cotta tile on the cornice and spandrels accents its horizontality, giving the building a massive, monumental quality. The steel sash, multiple-paned windows add a lacy, graceful quality to the building. The top windows are in wide arched openings crowned by a belt course of terra cotta. Some of the windows and original entries have been replaced and/or bricked over.

The building to the south was constructed at the same time as the assembly plant. It is also brick with terra cotta details and has similar style windows. A train track ran between the two buildings.

Major Bibliographic References NBBJ

1994 Historic and Cultural Resources. Appendix 15 in Draft Environmental Impact Statement for the Seattle Commons/South Lake Union Plan. Prepared for City of Seattle Planning Department and the Committee for Seattle Commons. Prepared by NBBJ with Caroline Tobin and Hart Crowser.

Page 3 of 3 Printed on 2/3/2005 3:12:57 PM



Photography Neg. No (Roll No./Frame No.):

Comments:



View of adjacent building taken 12/15/2004

Photography Neg. No (Roll No./Frame No.):

Comments:



View of taken <u>12/15/2004</u>

Photography Neg. No (Roll No./Frame No.):

Comments:

View of taken

Photography Neg. No (Roll No./Frame No.):

Wright Baking Co.

at 1000 Fairview Ave N, Seattle, WA 98109

LOCATION SECTION

Field Site No. 87

OAHP No.:

Historic Name: Wright Baking Co.

Common Name: Fred Hutchinson Cancer Research Center

Property Address: 1000 Fairview Ave N, Seattle, WA 98109

Comments:

County

Township/Range/EW Section 1/4 Sec 1/4 1/4 Sec Quadrangle **UTM Reference** 

King

T25R04E

NW

SEATTLE NORTH

Zone: 10 Spatial Type: Point

Acquisition Code: TopoZone.com

Sequence:

1 Easting: 550227

Northing: 5275179

Tax No./Parcel No.

Plat/Block/Lot

Supplemental Map(s)

Acreage

1984200105

Denny's 2nd Add (supl plat), Block 3, Lot 1-4 & 11-12

0.76

IDENTIFICATION SECTION

Survey Name: South Lake Union Streetcar

Field Recorder: K. Campbell, R. Jackson

**Date Recorded:** 12/15/2004

Owner's Name:

Owner Address:

City/State/Zip:

Fred Hutchinson Cancer

1100 Fairview Ave N

Seattle, WA 98109

Research Center

Classification: Building

**Resource Status** Survey/Inventory

Comments

Within a District? No

Contributing?

**National Register Nomination:** 

Local District:

National Register District/Thematic Nomination Name:

**DESCRIPTION SECTION** 

Historic Use: Commerce/Trade - Business

Current Use: Health Care - Medical Business/Office

Plan: Triangular No. of Stories: 1

Structural System: Brick

Changes to plan: Intact Changes to interior: Unknown

Style Vernacular Form/Type Commercial

Changes to original cladding: Extensive Changes to windows: Extensive

Other (specify):

Changes to other:

View of

taken 12/15/2004

Photography Neg. No (Roll No./Frame No.):

Comments:

Page 1 of 2

Printed on 2/3/2005 3:14:04 PM

## Wright Baking Co.

at 1000 Fairview Ave N, Seattle, WA 98109

Cladding	Foundation	Roof Material	Roof Type
Concrete - Poured	<u>Concrete - Poured</u>	<u>Unknown</u>	<u>Flat with Parapet</u>
NARRATIVE S	SECTION	Date Of Construction:	1926
Study Unit	Other	Architect:	
Commerce		Builder:	
		Engineer:	
	Property appears to meet criteria for the National Regis	ster of Historic Places: <u>No</u>	
	Property is located in a potential historic district (Nation	onal and/or local): <u>No</u>	
	Property potentially contributes to a historic district (N	lational and/or local):	
Statement of Significance	While the original use of the building is unknown, the Wright Baking Co. occupied the building in the 1930s through the 1950s (Polk 1938, 1943/44, 1948/49, Sanborn Insurance Co. 1951). This building has undergone modification in the form of new windows and doors. It does not display any noteworthy architectural details, nor does it have any historic significance. The property does not appear to meet eligibility criteria for inclusion in the National Register of Historic Places.		
Description of Physical Appearance	1926. The bottom level is used for parking. Some of the winder	ows are original, including some gl	Cancer Research Center. It is a three-story concrete building constructed in lass block on the north elevation and several steel frame multi-paned windows on we detailing in the stepped parapet and on the concrete piers. The parapet on the
Major Bibliographic References	Polk, R. L. 1938 City Directory of Seattle. R. L. Polk & Co., Seattle 1943/44 City Directory of Seattle. R. L. Polk & Co., Seattle 1948/49 City Directory of Seattle. R. L. Polk & Co., Seattle		

Printed on 2/3/2005 3:14:07 PM

Sanborn Insurance Company 1951 Sanborn Fire Insurance Maps of City of Seattle, Washington, 1905-Mar. 1951. Sanborn Insurance Co., New York.



Photography Neg. No (Roll No./Frame No.):

Comments:

View of taken <u>12/15/2004</u>

Photography Neg. No (Roll No./Frame No.):

Comments:

View of taken

Photography Neg. No (Roll No./Frame No.):

Comments:

View of taken

Photography Neg. No (Roll No./Frame No.):

Ernst Hardware

at 224 Westlake Ave N. Seattle, WA 98109

LOCATION SECTION

Field Site No. 91

OAHP No.:

Historic Name: Ernst Hardware

Common Name: Athletic Supply

Property Address: 224 Westlake Ave N, Seattle, WA 98109

Comments:

County

Quadrangle

**UTM Reference** 

Sequence:

View of

Comments:

King

T25R04E

Township/Range/EW Section 1/4 Sec 1/4 1/4 Sec

SEATTLE SOUTH

Zone: 10 Spatial Type: Point

Acquisition Code: TopoZone.com

SE

1 Easting: 549720

Photography Neg. No (Roll No./Frame No.):

Northing: 5274347

Tax No./Parcel No.

Plat/Block/Lot

1986200295

Supplemental Map(s) Acreage

Denny's 5th Add, Block 97 Lot 11

0.15

IDENTIFICATION SECTION

Survey Name: South Lake Union Streetcar

Field Recorder: K. Campbell, R. Jackson

**Date Recorded:** 12/15/2004

Owner's Name:

Owner Address:

City/State/Zip:

Athletic Supply Co

224 Westlake Ave N

Seattle, WA 98109

Classification: Building

**Resource Status** Survey/Inventory

Comments

Within a District? No

Contributing?

**National Register Nomination:** 

Local District:

National Register District/Thematic Nomination Name:

### **DESCRIPTION SECTION**

Historic Use: Commerce/Trade - Business

Current Use: Commerce/Trade - Business

Plan: Rectangle

No. of Stories:  $\underline{4}$ 

Structural System: Concrete - Poured

Changes to plan: Intact

Changes to interior: Unknown

Style

Form/Type

Changes to original cladding: Moderate

Changes to other: Extensive

Vernacular

Commercial

Changes to windows: Extensive

Other (specify): entries, storefronts

## Ernst Hardware

at 224 Westlake Ave N, Seattle, WA 98109

Cladding	Foundation	Roof Material	Roof Type
<u>Concrete</u>	Concrete - Poured	<u>Unknown</u>	Flat with Parapet
<u>Stucco</u>			
<u>Veneer - Brick</u>			
		Date Of Construction: 1928	
NARRATIVE	SECTION	Date Of Construction. 1920	
Study Unit	Other	Architect:	
Commerce		Builder:	
		Engineer:	
	Property appears to meet criteria for the Na	ational Register of Historic Places: No	
	Property is located in a potential historic d	listrict (National and/or local): <u>No</u>	
	Property potentially contributes to a histor	ic district (National and/or local):	
Statement of Significance	Hardware (Polk 1930). The Seattle Mercantile Co	o. (grocers) occupied the building from 1938 to 1940 (Polk	the character of the building. The structure initially housed Ernst 1938, 1940). By 1943/44, the US Department of Commerce Civil 1943/44). By 1948/49, the building contained Parke Davis & Co.
	The Ernst Hardware Building has been extensively eligibility criteria for listing in the National Register		nd no longer retains historic integrity. It does not appear to meet
Description of Physical Appearance	dramatically altered, particularly on the first floor. storefront bays have been faced with brick and are	It is simple in detail, with a medallion of "1928" on the ped e out of keeping with the simple, industrial character of the	higher than most of the surrounding buildings. The building was been diment. The distinctive roofline has a stepped parapet. The arched building. The entry has been replaced and paneled in wood. The rth, south, and west walls reflecting its current use as the Athletic
Major Bibliographic References	Polk, R. L. 1930 City Directory of Seattle. R. L. Polk & Co., \$ 1938 City Directory of Seattle. R. L. Polk & Co., \$ 1940 City Directory of Seattle. R. L. Polk & Co., \$ 1943/44 City Directory of Seattle. R. L. Polk & Co. 1948/49 City Directory of Seattle. R. L. Polk & Co.	Seattle Seattle o., Seattle	

Page 2 of 2 Printed on 2/18/2005 4:17:35 PM



View of	taken	12/15/2004
Photography Neg. No (Roll No./Frame No.):		
Comments:		

View of taken

Photography Neg. No (Roll No./Frame No.):

Comments:

View of taken

Photography Neg. No (Roll No./Frame No.):

Comments:

View of taken

Photography Neg. No (Roll No./Frame No.):

Palmer Supply

at 222 Westlake Ave N. Seattle, WA 98109

LOCATION SECTION

Field Site No. 92

OAHP No.:

Historic Name: Palmer Supply

**Common Name:** 

Property Address: 222 Westlake Ave N, Seattle, WA 98109

Comments:

County

Quadrangle

**UTM Reference** 

King

T25R04E

Township/Range/EW Section 1/4 Sec 1/4 1/4 Sec SE

SEATTLE SOUTH

Zone: 10 Spatial Type: Point

Acquisition Code: TopoZone.com

Sequence:

1 Easting: 549720

Northing: <u>5274322</u>

Tax No./Parcel No.

Plat/Block/Lot

1986200290

Denny's 5th Add, Block 97 Lot 10

Supplemental Map(s)

Acreage 0.15

IDENTIFICATION SECTION

Survey Name: South Lake Union Streetcar

Field Recorder: K. Campbell, R. Jackson

**Date Recorded:** 12/15/2004

Owner's Name:

Owner Address:

City/State/Zip:

Richard Greiling

222 Westlake Ave N

Seattle, WA 98109

Classification: Building

**Resource Status** Survey/Inventory

Comments

Within a District? No

Contributing?

**National Register Nomination:** 

Local District:

National Register District/Thematic Nomination Name:

**DESCRIPTION SECTION** 

Historic Use: Commerce/Trade - Business

Current Use: Commerce/Trade - Business

Plan: Rectangle No. of Stories: 1

Structural System: Brick

Changes to plan: Intact

Changes to interior: Unknown

Style

Photography Neg. No (Roll No./Frame No.):

Comments:

View of

Changes to original cladding: Extensive

Changes to other: Extensive

Vernacular

Form/Type Commercial

Changes to windows: Extensive

Other (specify): doors, awning

Page 1 of 2

Printed on 2/3/2005 3:15:46 PM

Palmer Supply

at 222 Westlake Ave N, Seattle, WA 98109

inventory Re	eport for		
Cladding	Foundation	Roof Material	Roof Type
Wood	<u>Concrete - Poured</u>	<u>Unknown</u>	Flat with Parapet
<u>Concrete</u>			
NARRATIVE	SECTION	Date Of Construction: 1923	
Study Unit	Other	Architect:	
Commerce		Builder:	
		Engineer:	
	Property appears to meet criteria for the National Reg	ister of Historic Places: No	
	Property is located in a potential historic district (Nati	onal and/or local): No	
Property potentially contributes to a historic district (National and/or local):			
Statement of Significance	This structure was initially the home of the Palmer Supply Co. 1930, 1937, 1940, 1943/44, 1948/49, Sanborn Insurance Co.		oied the building from its construction through at least 1951 (Polk 1925, ling in 1925 (Polk 1925).
	The building has been extensively altered with new cladding, for listing in the National Register of Historic Places.	windows, signs, and awnings. It no longer re	etains historic integrity, and does not appear to meet the eligibility criteria
Description of Physical Appearance	This building is a one-story brick structure built in 1923. The finiture panes), doors (double metal doors) and awnings. The		with new cladding (diagonal wood plank), new windows (large aluminum e rotating sign is a more recent addition.
Major Bibliographic References	Polk, R. L. 1925 City Directory of Seattle. R. L. Polk & Co., Seattle 1930 City Directory of Seattle. R. L. Polk & Co., Seattle 1937 City Directory of Seattle. R. L. Polk & Co., Seattle 1940 City Directory of Seattle. R. L. Polk & Co., Seattle 1943/44 City Directory of Seattle. R. L. Polk & Co., Seattle 1948/49 City Directory of Seattle. R. L. Polk & Co., Seattle		

Page 2 of 2 Printed on 2/3/2005 3:15:49 PM

Sanborn Insurance Company 1951 Sanborn Fire Insurance Maps of City of Seattle, Washington, 1905-Mar. 1951. Sanborn Insurance Co., New York.

#### at 202 Westlake Ave N. Seattle, WA 98109

LOCATION SECTION

Field Site No. 93

Township/Range/EW Section 1/4 Sec 1/4 1/4 Sec

OAHP No.:

**Historic Name:** 

Common Name: O'Reilly Signs

Property Address: 202 Westlake Ave N, Seattle, WA 98109

Comments:

County

Quadrangle

**UTM Reference** 

King

T25R04E

30 SE

SEATTLE SOUTH

Zone: 10 Spatial Type: Point

Acquisition Code: TopoZone.com

Sequence:

View of

Comments:

Photography Neg. No (Roll No./Frame No.):

1 Easting: 549725

Northing: 5274281

Tax No./Parcel No.

Plat/Block/Lot

Supplemental Map(s)

Acreage 0.45

1986200275

Denny's 5th Add, Block 97 Lot 7-9

IDENTIFICATION SECTION

Survey Name: South Lake Union Streetcar

Field Recorder: K. Campbell, R. Jackson

**Date Recorded:** 12/15/2004

Owner's Name:

Owner Address:

City/State/Zip:

Robert A Rogers

202 Westlake Ave N

Seattle, WA 98109

Classification: Building

**Resource Status** Survey/Inventory

Comments

Within a District? No

Contributing?

**National Register Nomination:** 

Local District:

National Register District/Thematic Nomination Name:

**DESCRIPTION SECTION** 

Historic Use: Commerce/Trade - Business

Current Use: Commerce/Trade - Business

Plan: Rectangle No. of Stories: 1

Structural System: Concrete - Block

Changes to plan: Moderate

Changes to interior: Unknown

Style

Form/Type

Changes to original cladding:

**Moderate** 

Changes to other:

Vernacular

Commercial

Changes to windows: Extensive

Other (specify):

Page 1 of 2

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## at 202 Westlake Ave N, Seattle, WA 98109

Cladding		Foundation	Roof Material	Roof Type
Concrete - Block		Concrete - Poured	<u>Unknown</u>	Flat with Parapet
Veneer - Brick				
Stucco				
NARRATIVE SECTION			Date Of Construction: 1947	
Study Unit		Other	Architect:	
Commerce			Builder:	
			Engineer:	
Property appears to meet criteria for the National Register of Historic Places: No				
Property is located in a potential historic district (National and/or local): No				
	Property	potentially contributes to a historic district (Natio	nal and/or local):	
Statement of Significance	Insurance Co	original use of this structure is unknown. By 1951, it housed a plumbing supply store, and may have been associated with Palmer Supply in Building 92 next door (Sanborn ance Co. 1951). The building does not exhibit any significant architectural detail or historic associations, and does not appear to meet eligibility criteria for listing in the anal Register of Historic Places.		
Description of Physical Appearance	separate pilas	stered concrete structure to the north. The southern b	ouilding is the primary structure, and i	of this building, the one-story concrete block structure to the south and is a nondescript building with aluminum windows and no architectural adding at ground level. There is metal flashing at the roof line.
Major Bibliographic References		rance Company n Fire Insurance Maps of City of Seattle, Washington,	1905-Mar. 1951. Sanborn Insurance	e Co., New York.

Page 2 of 2 Printed on 2/3/2005 3:16:28 PM



Photography Neg. No (Roll No./Frame No.):

Comments:

View of taken

Photography Neg. No (Roll No./Frame No.):

Comments:



View of northern portion

taken 12/15/2004

Photography Neg. No (Roll No./Frame No.):

Comments:

View of taken

Photography Neg. No (Roll No./Frame No.):

### Grange Cooperative

at 1104 Mercer St. Seattle, WA 98109

**LOCATION SECTION** 

Field Site No. 95

OAHP No.:

Historic Name: Grange Cooperative

Common Name:

Property Address: 1104 Mercer St, Seattle, WA 98109

Comments:

County

Township/Range/EW Section 1/4 Sec 1/4 1/4 Sec

Quadrangle

**UTM Reference** 

King

T25R04E

30 ΝE

SEATTLE NORTH

Zone: 10 Spatial Type: Point

Acquisition Code: TopoZone.com

Sequence:

1 Easting: 549923

Northing: <u>5274819</u>

Tax No./Parcel No.

Plat/Block/Lot

1983200505

Supplemental Map(s)

Acreage 0.57

Denny's 1st Add, Block 106, Lot 7-10

IDENTIFICATION SECTION

Survey Name: South Lake Union Streetcar

Field Recorder: K. Campbell, R. Jackson

**Date Recorded:** 12/15/2004

Owner's Name:

Owner Address:

City/State/Zip:

City Investors XI LLC

505 5th Ave S

Seattle, WA 98104

Classification: Building

**Resource Status** Survey/Inventory

Comments

Within a District? No

Contributing?

**National Register Nomination:** 

Local District:

National Register District/Thematic Nomination Name:

**DESCRIPTION SECTION** 

Historic Use: Commerce/Trade - Business

Current Use: Vacant/Not in Use

Plan: T-Shape No. of Stories: 1

Structural System: Mixed

Changes to interior: Unknown

Style

Comments:

Changes to plan: Intact Changes to original cladding:

Intact

Changes to other:

Vernacular

Form/Type Commercial

Changes to windows: Intact

Other (specify):

View of

taken 12/15/2004

Photography Neg. No (Roll No./Frame No.):

Grange Cooperative

at 1104 Mercer St, Seattle, WA 98109

Cladding		Foundation	Roof Material	Roof Type
Veneer - Brick		Concrete - Poured	Unknown	Flat with Parapet
Stucco		001101010 1 001100	<u>Grinniowiii</u>	riat with Farapet
Concrete - Block				
NARRATIVE S	SECTION		Date Of Construction: 1946	
Study Unit		Other	Architect:	
Commerce			Builder:	
Manufacturing/Ind	<u>dustry</u>			
			Engineer:	
	Property appears t	o meet criteria for the National R	Register of Historic Places: No	
	Property is located	in a potential historic district (N	National and/or local): No	
			, —	
	Property potentiall	y contributes to a historic distric	ct (National and/or local):	
Statement of Significance	The original use of this building is unknown. By 1951, it housed the Grange Cooperative, general merchandise warehouse along with farm implements and paint (Sanborn Insurance Co. 1951). The curvilinear form and decorative cladding are noteworthy. However, this building does not have any particular significance and does not appear to mee the eligibility criteria for listing in the National Register of Historic Places.			
Description of Physical Appearance	The Grange Cooperative is a one-story brick and concrete block structure built in 1946. There are two buildings on this property. The northernmost building is constructed of concrete block and has no features other than several loading bays. The southern building, likely the original structure, is constructed of brick and is a rounded rectangular form reminiscent of Art Moderne style. It has original steel frame multi-pane windows and brick and stucco cladding. The main door on Mercer Street is recessed into a rounded entry and is covered by a small metal awning.			
Major Bibliographic References	graphic graphic		Co., New York.	

Page 2 of 2 Printed on 2/3/2005 3:17:24 PM



Photography Neg. No (Roll No./Frame No.):

Comments:



View of taken <u>12/15/2004</u>

Photography Neg. No (Roll No./Frame No.):

Comments:



View of <u>rear</u> taken <u>12/15/2004</u>

Photography Neg. No (Roll No./Frame No.):

Comments:

View of taken

Photography Neg. No (Roll No./Frame No.):

#### at 1119 Mercer St. Seattle, WA 98109

LOCATION SECTION

Field Site No. 96

OAHP No.:

**Historic Name:** 

Common Name: Far Fetched Furniture Showroom

Property Address: 1119 Mercer St, Seattle, WA 98109

Comments:

County

Township/Range/EW Section 1/4 Sec 1/4 1/4 Sec Quadrangle **UTM Reference** 

King

T25R04E

SE

SEATTLE SOUTH

Zone: 10 Spatial Type: Point

Acquisition Code: TopoZone.com

Sequence: 1 Easting: 549974 Northing: 5274763

Plat/Block/Lot

1983200535

Tax No./Parcel No.

Denny's 1st Add, Block 107 Lot 1-2

Supplemental Map(s)

Acreage 0.27

IDENTIFICATION SECTION

Survey Name: South Lake Union Streetcar

Field Recorder: K. Campbell, R. Jackson

**Date Recorded:** 12/15/2004

Owner's Name:

Owner Address:

City/State/Zip:

Lowen Famility Ltd

1119 Mercer St

Seattle, WA 98109

<u>Partnership</u>

Classification: Building

**Resource Status** 

Comments

Within a District? No

Survey/Inventory

Contributing?

**National Register Nomination:** 

Local District:

National Register District/Thematic Nomination Name:

**DESCRIPTION SECTION** 

Historic Use: Industry/Processing/Extraction - Manufacturing Facility

Current Use: Commerce/Trade - Business

Plan: L-Shape No. of Stories: 2

Structural System: Concrete - Block

Changes to plan: Extensive Changes to original cladding: Unknown Changes to interior: Unknown

Style

Vernacular

Form/Type

Changes to windows: Extensive

Other (specify):

Changes to other:

View of

taken 12/15/2004

Comments:

Photography Neg. No (Roll No./Frame No.):

**Industrial** 

Page 1 of 2

Printed on 2/3/2005 3:18:21 PM

## at 1119 Mercer St, Seattle, WA 98109

Cladding	Foundation	Roof Material	Roof Type
Concrete - Block	Concrete - Poured	<u>Unknown</u>	Flat with Parapet
Concrete - Poure	<u>d</u>		
NARRATIVE :	SECTION	Date Of Construction:	<u>1946</u>
		Architect:	
Study Unit	Other		
Manufacturing/In	dustry	Builder:	
		Engineer:	
	Property appears to meet criteria for the National Regist	ter of Historic Places: No	
	Property is located in a potential historic district (Nation	nal and/or local): <u>No</u>	
	Property potentially contributes to a historic district (National and/or local):		
Statement of Significance	Line original use of the building is unknown. By 1951, the building housed a cabinet finishing shop as well as a fixtures store (Sanborn Insurance Co. 1951). The corner of the		
Description of Physical Appearance	The Far Fetched Furniture showroom is a two-story concrete (reinforced and block) building constructed in 1946. A brick chimney projects from the roof. The original steel windows are still present in the north and west elevations. The eastern portion of the building was added sometime after the 1950s. It has large picture pane windows across the primary façade on Fairview Avenue.		
Major Bibliographic References	Sanborn Insurance Company 1951 Sanborn Fire Insurance Maps of City of Seattle, Washington	on, 1905-Mar. 1951. Sanborn Ir	nsurance Co., New York.

Page 2 of 2 Printed on 2/3/2005 3:18:23 PM



Photography Neg. No (Roll No./Frame No.):

Comments:

Comments:

Photography Neg. No (Roll No./Frame No.):

View of taken

Photography Neg. No (Roll No./Frame No.):

Comments:



View of taken

Photography Neg. No (Roll No./Frame No.):

### at 526 Boren Ave N. Seattle, WA 98109

LOCATION SECTION

Field Site No. 97

OAHP No.:

**Historic Name:** 

Common Name: Ducky's Office Furniture

Property Address: 526 Boren Ave N, Seattle, WA 98109

Comments:

County

**UTM Reference** 

Sequence:

View of

Comments:

King

T25R04E

Township/Range/EW Section 1/4 Sec 1/4 1/4 Sec SE

SEATTLE SOUTH

Zone: 10 Spatial Type: Point

Acquisition Code: TopoZone.com

Northing: <u>5274763</u>

Tax No./Parcel No.

Plat/Block/Lot

Quadrangle

1 Easting: 549923

1983200585

Supplemental Map(s)

Acreage 1.17

Denny's 1st Add, Block 107 Lot 8-14

IDENTIFICATION SECTION

Survey Name: South Lake Union Streetcar

Field Recorder: K. Campbell, R. Jackson

**Date Recorded:** 12/15/2004

Owner's Name:

Owner Address:

City/State/Zip:

City Investors XI LLC

505 5th Ave S

Seattle, WA 98104

Classification: Building

**Resource Status** Survey/Inventory

Comments

Within a District? No

Contributing?

**National Register Nomination:** 

Local District:

National Register District/Thematic Nomination Name:

**DESCRIPTION SECTION** 

Historic Use: Commerce/Trade - Warehouse

Current Use: Commerce/Trade - Warehouse

Plan: Rectangle No. of Stories: 1

Structural System: Concrete - Block

Changes to plan: Moderate

Changes to interior: Unknown

Style

Photography Neg. No (Roll No./Frame No.):

Changes to original cladding: Slight

Changes to other:

Vernacular

Form/Type Commercial

Changes to windows: Moderate

Other (specify):

Page 1 of 2

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taken 12/15/2004

## at 526 Boren Ave N, Seattle, WA 98109

Cladding		Foundation	Roof Material	Roof Type		
Concrete - Block		Concrete - Poured	<u>Unknown</u>	Flat with Eaves		
Vertical - Boards						
Veneer - Vinyl Sig	<u>ding</u>					
NARRATIVE	SECTION		Date Of Construction: 1946			
Study Unit		Other	Architect:			
Commerce			Builder:			
			Engineer:			
	Property a	appears to meet criteria for the National Req	gister of Historic Places: No			
	Property is located in a potential historic district (National and/or local): No					
	Property <sub> </sub>	potentially contributes to a historic district	(National and/or local):			
Statement of Significance		nal use of the building is unknown. By 1951, the building housed a lumber and building material warehouse (Sanborn Insurance Co. 1951). The building has been and does not have any historical significance, and the property does not appear to meet the eligibility criteria for listing in the National Register of Historic Places.				
Description of Physical Appearance	the roof line.  Avenue to Mei	Ducky's Office Furniture is a one-story concrete block warehouse building constructed in 1946. Original glass block windows run along the upper story of the west elevation near the roof line. The flat roof has slightly projecting eaves. There are several garage doors along the west and south elevations. The primary entrance has been moved from Boren Avenue to Mercer Street, and has been altered by a large concrete porch addition with a shed roof. The east elevation has been covered with board and vinyl siding. There was a spur railroad track along the east side of the building that has since been removed.				
Major Bibliographic References		ance Company Fire Insurance Maps of City of Seattle, Washii	ngton, 1905-Mar. 1951. Sanborn Insurance	Co., New York.		

Page 2 of 2 Printed on 2/3/2005 3:19:22 PM



Photography Neg. No (Roll No./Frame No.):

Comments:

View of taken

Photography Neg. No (Roll No./Frame No.):

Comments:



View of taken <u>12/15/2004</u>

Photography Neg. No (Roll No./Frame No.):

Comments:

View of taken

Photography Neg. No (Roll No./Frame No.):

Terry Avenue North

at Terry Ave N. Seattle, WA 98109

LOCATION SECTION

Field Site No. 98

OAHP No.:

Historic Name: Terry Avenue North

Common Name: Terry Avenue North

Property Address: Terry Ave N, Seattle, WA 98109

Comments:

County

Township/Range/EW Section 1/4 Sec 1/4 1/4 Sec

Quadrangle **UTM Reference** 

King

T25R04E 30 SEATTLE SOUTH SEATTLE NORTH Zone: 10 Spatial Type: Point Sequence:

Acquisition Code: TopoZone.com

1 Easting: 549792

Northing: 5274674

Tax No./Parcel No.

Plat/Block/Lot

Supplemental Map(s)

Acreage

Denny's 1st and 5th Additions, Lake Union Shorelands Addition

2.5

IDENTIFICATION SECTION

Survey Name: South Lake Union Streetcar

Field Recorder: Susan Boyle

Date Recorded: 4/4/2005

Owner's Name:

**SDOT** 

Owner Address:

City/State/Zip:

700 5th Avenue, Suite 3900

Seattle, WA 98124

Classification: Structure

**Resource Status** 

Survey/Inventory

Comments

Within a District? No

Contributing?

**National Register Nomination:** 

Local District:

National Register District/Thematic Nomination Name:

**DESCRIPTION SECTION** 

Historic Use: Transportation - Road-Related (vehicular)

Current Use: Transportation - Road-Related (vehicular)

Plan: Rectangle No. of Stories:

Structural System: Brick

Changes to plan: Slight

Changes to interior: Style

Changes to original cladding: Extensive Changes to other:

Changes to windows: Other (specify):

View of

taken 12/15/2004

Photography Neg. No (Roll No./Frame No.):

Comments: <u>Block of Terry Avenue North between Mercer and Republican Streets</u>, looking south

Form/Type

Page 1 of 3

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Terry Avenue North

along Terry Avenue North where this detail remains.

at Terry Ave N, Seattle, WA 98109

Cladding Brick	Foundation	Roof Material	Roof Type
NARRATIVE SECTION		Date Of Construction: 1907-1922	 <u>2</u>
Study Unit	Other	Architect:	
Transportation		Builder: City of Seattle	
		Engineer:	
Property a	appears to meet criteria for the Nationa	l Register of Historic Places: No	
Property i	s located in a potential historic district	(National and/or local): No	
Property	notentially contributes to a historic dist	rict (National and/or local):	

#### Statement of Significance

Terry Avenue North was developed as an industrial street in the late nineteenth and early twentieth centuries. Paving plans by the City of Seattle Engineering Department for the street, dating from 1922 note brick pavers on Terry Avenue North. A cross-section detail shows brick pavers adjacent to a "car line 720-65" (SDOT). Brick pavers were used as a paving surface because of the presence of railroad tracks and the need to change spur track locations to adjacent buildings. Masonry pavers are typical in older railroad sites, such as freight depot sites south of Seattle's King Street and Union Stations and in Tacomna's Railroad Historic District, and are recalled by the brick pavers in Seattle's Ballard Avenue Historic Disctirct. In historic residential areas of the city, there remain some sections of historic paved streets, which utilize what appears to be ballast brick, or stone. Remains of roads, trials, and railroads are considered as linear sites, and if they retain sufficient integrity and significance they may be treated as linear historic districts. Although the four blocks of Terry Avenue North retain some physical elements that date from the early twentieth century, the brick pavers are currently intact only in small discontinuous sections and do not appear to have sufficient integrity to be listed on the National Register. The street does not appear to have sufficient historic integrity to recall its early use as a railroad street or its association with the railroad era in Seattle.

#### Description of Physical Appearance

The specific area of Terry Avenue North under consideration consists of four contiguous blocks with remnants of brick paving, rail tracks at the center, and rail spurs in different areas. According to the Kroll Atlas of Seattle, the subject blocks are typically 360' long (plus 66' at each intersection), except between Republican and Mercer, where the block is 412.6' long. The right-of-way in these blocks is typically 76' wide, except between Harrison and Republican where it is 71' wide. This variation is obscured by sidewalk treatment. Between Valley and Mercer there is very little sidewalk; between Mercer and Republican there is a new sidewalk on the northern 90' on the west side, but none south of that, while the east side has intermittent sidewalks, some of which are level with the street and defined only by curb paving. A new sidewalk, ca. 2004, is provided on the full length of the west side between Republican and Harrison, and it features "bulbs" at the center, and north and south ends; the east side has sidewalks at its southern 300+/-'. Between Harrison and Thomas Streets the sidewalk on the west side, along the former Northern Pacific Depot site, has an integral poured curb and exposed aggregate finish, elements that were popular in the 1970s (presumably this sidewalk dates from the 1974 renovation of nearby Freight House Restaurant.) At the northeast corner of the intersection of Harrison Street and Terry avenue North there is a remnant of a continuous steel curb edge, a typical feature in older industrial streets. This is the only location

Several decorative light standards with historic-style bases, poles, and fiberglass globes, and regularly spaced street trees in the section of the west sidewalk between Harrison and Thomas Streets also appear to date from the 1970s. In the block to the north, there are new decorative light standards, designed as a contemporary interpretation of a historic standard.

Bricks used in the street paving appear to be a vitrified type typical of paving bricks. They are smooth, hard, very consistent in size, and relatively similar in color, and thus appear to date from the same period. The only dated record is a repaving design drawing of 1922. The original gutter detail utilized three rows of parallel bricks, while the street infill was laid perpendicular to the sidewalk. Several spur lines at and south of Thomas Street suggest that the bricks between the rails were laid parallel to the track lines. Subsequently, concrete, asphalt, and what appear to be areas of macadam paving have replaced many areas of brick. The number of pavers remaining as a surface material varies in each block. Between Valley and Mercer Streets an estimated 20% is paved with bricks, primarily on the west side and south end; between Mercer and Republican an estimated 25% is paved with bricks, but brick gutters on the west side, north end have been replaced with concrete paving; between Republican and Harrison there is approximately 50%, but the west edge has been replaced in party by sidewalk bulbs. Between Harrison and Thomas there is an estimated 70% brick paving. (To the south, there appears to be more brick paved areas and more track rails, but these blocks are outside the project boundary.)

### Terry Avenue North

at Terry Ave N, Seattle, WA 98109

Throughout the blocks, the areas of brick are discontinuous and patched with poured paving, but in the latter block they tend to run in 15+/-' wide strips along the outer edges of the street. There is a consistent strip of remaining rail track down the center of the street. However, the concrete paving that surrounds this track, as well as that between the two rails, has been raised. The rails are not fully visible or operational.

Major Bibliographic References **BOLA Architecture & Planning** 

2005 Terry Avenue North in South Lake Union. Memorandum prepared for the Seattle Department of Transportation. On file at Parsons Brinckerhoff, Seattle, Washington.

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Photography Neg. No (Roll No./Frame No.):

Comments: Block of Terry Avenue North between Republican and Harrison Streets,

looking north.



View of taken <u>12/15/2004</u>

Photography Neg. No (Roll No./Frame No.):

Comments: Block of Terry Avenue North between Thomas and Harrison Streets,

looking north.

View of taken

Photography Neg. No (Roll No./Frame No.):

Comments:

View of taken

Photography Neg. No (Roll No./Frame No.):